

# SEAFARING

THE ORGAN OF THE SEAFARING CLASS.

A Weekly Newspaper for Seafaring Folk and their Friends.

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SATURDAY, FEBRUARY 8, 1890.

[For Transmission Abroad as a Newspaper.] ONE PENNY.

## AS OTHERS SEE US.

*Resolution passed at meetings of seafaring men in London, Liverpool, Glasgow, Cardiff, Hull, Sunderland, Dundee, Shields, and other ports:—*"This meeting pledges itself to support SEAFARING."

*Ship Masters and Certificated Officers' Union.*

"Having the largest circulation in the world of any paper connected with shipping, SEAFARING is the best medium for advertising the wants of seafaring men."

*Morning Advertiser.*—"Able and smartly written."

*Daily Chronicle.*—"An ably conducted and interesting paper."

*Reynolds's Weekly Newspaper.*—"A bright little paper."

*Literary World.*—"Will be appreciated by all who go down to the sea in ships."

*Coast Seamen's Union (San Francisco).*—"Delightful and interesting, and a worthy champion of the sailors' cause."

*Star.*—"What sailors are interested in, and need to know, is culled from all quarters."

*Liverpool Daily Post.*—"Fast winning a foremost place under the title of SEAFARING. Most popular with seafaring people."

*Liverpool Mercury.*—"The variety of matter with which it is replete, and the information which it contains, justify its claim to be 'the organ of the seafaring class.'"

*Liverpool Echo.*—"Nominal price and multiform attractions."

*The People.*—"It will be useful to those in whose behalf it has been started."

*The Democrat.*—"Did useful work."

*Seaboard (New York).*—"Bears that peculiar, indescribable air that most newspaper men recognise as a warranty of long life and prosperity."

*Weekly Budget.*—"A career of much prosperity and usefulness."

*Tonbridge Free Press.*—"Interesting to everybody."

*Mercantile Marine Service Association Reporter.*—"A genuine ring about the articles, which are written in true sailor style."

*Scottish Leader.*—"Its sails are already filled with a favouring breeze."

*Southampton Observer.*—"Advocates the interests of seagoing folk with zeal and ability."

*Western Daily Press.*—"It is well conducted, and is full of original matter."

*Eastern Daily Press.*—"Something in its columns to suit even gentlemen of England."

*Engineers' Gazette.*—"Rapidly improving, both in quality and circulation."

*Hampshire Independent.*—"Well conducted"

*Cork Examiner.*—"Promises to be one of the most valuable of the class papers."

*South Wales Echo.*—"Well edited, and interesting."

## YARNS.

CXVIII.

### PRESSED.

We have received the following:—

To the Editor.

The enclosed MS., treating of my grandfather's capture by the press-gang, and subsequent experiences of the Royal Navy, etc., was found among his papers at his death, which occurred in 1844. I send it to you in the hope, if you think the story worthy of publication, that it will prove interesting to your nautical readers.—Yours faithfully,

W. BALDWIN.

It was in the year 1790, I, John Baldwin, had turned twenty-one and had just finished my seven years' apprenticeship as a man milliner. I had a sweetheart, Mary Andrews, with whom I was desperately and madly in love. Mary's parents were in easy circumstances; they did not by any means fancy a journeyman counter-jumper for a son-in-law. Instead, the old people favoured the suit of a hateful, snuffy, rich, old, hackney-carriage proprietor, named Jobbles.

Now Mary was a bit of a flirt. After one of our many tiffs she would drive me almost insane with jealousy by remarking, "Just take care, Jack, lad, you know I've always got Mr. Jobbles to fall back upon." And then, needless to say, my heart was filled with anything but veneration and friendliness for old Jobbles.

I remember it was a bright afternoon in the month of May, when London was in a state of ferment. News had arrived of Spanish hostilities to our ships at Nootka Sound, and people said that we were likely to go to war with Spain, in consequence. I was then in a shop in Cheapside, and my master was a common councilman. That afternoon numbers of City gentlemen thronged our place of business to discuss with my employer the exciting question of the hour.

A small boy entered the shop, and inquired for me. My heart leapt to my mouth, I noticed that he held in his hand a dainty three-cornered note which I knew was from Mary, the missive read thus:—

"DEAR JACK.—Meet me in St. James's Park, opposite the Horse Guards archway to-night at 9. Don't have me waiting as I am dreadfully frightened for the Monster."—Your sweetheart,

MARY."

\* Benwick Williams, known as "The Monster," created about as great a panic in 1790, as "Jack the Ripper" did recently. The miscreant was in the habit of cutting into the dresses of ladies with a sharp knife. He was apprehended and tried at the Old Bailey, but owing to the fact that adequate punishment for his crime was not provided for by statute, only received six years' imprisonment.

The figure 9, I may mention, was blotted and blurred; it looked as though the writer had first put down another hour, and then erased it.

Nine o'clock; late for Mary, I reflected, and then thought no more about the matter.

I kept my tryst at the appointed place, just as the Horse Guards clock struck nine. No sign of Mary.

Suddenly I was startled by the scuffle of feet. A moment later I was surrounded by a number of men, apparently sailors, two of whom roughly and firmly seized me by the arms. A handsome gentlemanly fellow then sung out, "Don't hurt him, lads!" Addressing me, he continued, "Young fellow, we got to know that you were going to meet your sweetheart here. I am afraid Mary will disappoint you to-night, so I, and my men, will try to console you for her absence. I may tell you our duty is to impress men for His Majesty's Navy. You are just the stamp of chap we want, and you'll need to come with us whether you are willing or not. Take my advice and conduct yourself quietly!"

I was too dumbfounded to make any response. My state of mind was dreadful. The sailors knew in some mysterious way I was going to meet Mary, and Mary's treachery was only too apparent. In my bitterness of heart I straightway jumped to the conclusion that the perfidious girl had basely betrayed me to the press-gang, in order, perhaps, to get rid of me so that she could carry out her design of marrying the well-to-do Jobbles. I reflected, "If that's the case I don't care what becomes of me!" then aloud I cried to the officer in command, who was a lieutenant, "Sir, you needn't trouble pressing me, I volunteer!"

This statement induced a murmur of applause from the members of the press-gang, and the officer patted me on the back and gave me a few words of encouragement.

Among a lot of unfortunates who had been nabbed, I was taken down to the Horse-ferry to a man-of-war's boat. Thence we were conveyed to the Nore, and put on board a tender. That night three thousand men in London and the banks of the river were impressed into the Navy of King George.

I shall never forget the scene as the batch of men of which I was one, was inspected by the "Regulating Captain." A lot of merchant seamen, a sprinkling of mechanics, many of them fathers of families, and a horde of villainous London thieves were ranged in front of him, all looking very downcast, and dozens with badly contused faces.

Being a volunteer I was very well treated. I was sent to Portsmouth and put aboard the frigate *Minerva*, being rated as cartridge carrier.

I did not write to Mary. I made up my mind that, after the trick I was convinced

she had played me, it were better to try and dismiss her from my remembrance.

I never asked leave to go ashore. Ship life was rough, and the discipline terribly severe. Like most of my mates I was eager for a tussle with the Dons, and was glad when Admiral Lord Howe took command of the fleet to which the *Minerva* was attached, and we set out on a cruise.

Now comes the curious part of my story. I became very intimate with a sailor named Roberts, a Welshman, Taffy Roberts we used to call him, who had been a member of the press-gang who captured me. One evening I told Taffy the story of my love's duplicity. Taffy looked downcast; he remarked, "This is a lesson to me; I shall never do anything like it again. Well, mate, you may think Mary sold you to the press-gang, but that's not the case. I am sorry to say that I myself am to blame for the whole thing!" I started, and Taffy went on, "That afternoon I met a little boy with a letter in his hand who inquired the way to Cheapside, I took the note, unfolded it, and read the contents. 'Just the thing!' I said to myself, as a lot of us are going to scour St. James's Park to-night. So I went into an alehouse, called for a quill, altered the hour, and gave the letter back to the boy. The proper hour was eight! I told the lieutenant that we were likely to hook a silly milksop lover, and all looked forward to some fun, but, mate, you took it quietly. A shake of the hand, and say you forgive me, mate, I would rather have been shot than work the mischief I have."

I shook hands with Taffy; it was too late, nothing could be done now.

But the thought that Mary was true gave me new hopes. How bitterly I felt my imprisonment within a ship on the ocean, off the Spanish Coast.

Ha! Glorious news from Gibraltar. Terms were arranged with Spain, and the fleet was to return home. How eager I felt to get back to London where at least I could learn the worst news.

Taffy suggested, "Write to the Duke of Clarence and tell him the whole story. He'll be sure to get you your immediate discharge when we get to Portsmouth."

The Duke, Prince William, afterwards King Billy the Fourth, was the darling of the Navy, and himself a sailor to the back bone. I did send the Prince a letter describing the circumstances of my entering the Navy, and asking his interest to procure my discharge. His Royal Highness's response was prompt. I was sent ashore with my discharge in my pocket, and a certificate signed by Admiral Lord Howe, which would secure me immunity from any further trouble with a press-gang.

I took coach for London, and hastened to Mary's abode. Yes, she was to be married that morning. Imagining that I was dead, she had been coerced by her parents to accept old Jobbles. The wedding party was expected to assemble in St. Martin's Church half an hour later.

Poor Mary, looking wretched and despairing, was actually standing at the altar when I entered. On seeing me she fell into a dead faint. I whispered savagely to Jobbles, "Be off home you old sinner, or I'll wring your neck!" The excitement within the sacred building was prodigious; Jobbles meekly ambled off.

I got back to my old situation, and a month later Mary and I were married. Jobbles consoled himself by wedding his ill-tempered sour-visaged cook.

And Taffy Roberts. Taffy lost his leg at

the battle of Camperdown seven years later. Then he set up a school in London, and prospered.

Seated at my study table within my cosy little cottage in Islington, I am penning this story on the twenty-first day of June, 1837, having just heard the sad news that honest old Sailor King Billy is dead.

Mary, my beloved partner of well nigh fifty years, is white haired now. We have several children and numerous grandchildren. I have just read this manuscript to my wife, and she thinks that it is as grand as the works of Captain Marryatt. She says I don't say enough about ships. Naturally, as I don't know much about them.

A ring at the bell, "Why," says Mary, "what a strange coincidence, just as you have been writing about him. Doesn't he wear well, in spite of having to get along with a wooden leg. He must be seventy-five at the least. John, old Taffy Roberts has come to pay us a visit."

MODERN ROBINSON CRUSOES.—The captain of the ship *Holt Hill*, which was wrecked on the barren and desolate island of St. Paul, has just sent the owners of the ship, Messrs. W. Price & Co., of Liverpool, full particulars of the wreck and of the Robinson Crusoe-like adventures of the crew on the island. The *Holt Hill*, 2,366 tons, was a magnificent four-masted iron sailing ship. While going from Rio to Calcutta in ballast, she got ashore at St. Paul's Island. Strange to say, she ran in a cove between the rocks. She had a crew of 33 hands, and the only way of escape was over the bows of the ship, where there was a drop of 40 to 50 feet. A rope was put over the bows, and one by one the crew dropped into the surf. All escaped but the mate. It was nine o'clock at night when the vessel struck, and all night the poor fellows had to remain on the beach, nearly frozen to death with cold. The men escaped just as they were when the ship struck, and for the most part they had no shoes on and were but partially clad. Rocks 200 feet high faced them, and as precipitous as the side of a house. The safety of the men was not assured until they reached the summit, but this was a perilous and difficult task. The cook had one match, and on this the hopes of the 32 men lay, as the nights were so cold it meant death without a fire. The solitary match was watched by the entire company with the keenest possible interest, and to the joy of all the outcasts a fire was kindled. The whole island was explored from beginning to end. The only fresh water—besides some rain that had lodged between the rocks—was that contained in some boiling springs. The penguins were rank and oily, but after being steeped in salt water all night their black flesh did not taste so badly, though the surfeit which the men had of the food caused nausea, and in several cases the vomiting of blood. Crayfish were caught, and some nettles were the only vegetables the men had. For tobacco the men from two old clay pipes smoked some rope yarn. Their beds were formed of dry grass, and in most cases the men had simply their trousers and shirts for a covering. Some huts were found, but only one had a roof. When the exploring party found the rain-water they brought back a supply in the legs of a pair of oilskin trousers, the legs having been tied to keep in the water. There were rabbits and goats on the island, but they were too nimble for the shipwrecked men. Some old fish-hooks were found on the island, and others were made out of wire. Several fish were caught, and formed an acceptable dish. The water in the springs was so hot that the men could half boil the fish in it. There was not a tree on the island, which was covered with thick rank grass and rushes. St. Paul is an island on which Government is supposed to place provisions and water for shipwrecked seamen, but neither food nor water was found by the crew of the *Holt Hill*. It was said that whalers visited the island, and though not shipwrecked, made off with the provisions. Eight small boats were found on the island, though several were quite unseaworthy. On the eighth day a vessel was sighted, and a boat was put off from the island. A fire was burnt and distress signals shown, but the ship disappeared. She was so near that the shipwrecked crew could see the man at the wheel. Just as their hopes were giving way to despair, another sail was sighted. The dried grass was burnt, and the smoke as it ascended was seen by the stranger, which proved to be the barque *Courang*.

## THE "SEAFARING" LIBEL CASE.

### ABBOTT COMMITTED FOR TRIAL.

On Monday at the South Shields Police Court, Dr. Legat, Ald. Readhead, and Mr. H. Wilson on the bench, Arthur Richard Abbott, described as a seaman, was charged with having on Dec. 27, 1889, unlawfully and maliciously published a certain defamatory libel of and concerning Archibald Greig Cowie, editor and proprietor of *SEAFARING*.

Mr. J. Strachan, barrister, instructed by Mr. T. W. Brown, prosecuted; and Mr. C. W. M. Dale, barrister, defended Abbott.

A number of seamen were present in court, and much interest was taken in the case.

At the outset Mr. DALE took objection to the proceedings on the ground that an exactly similar charge against the defendant had been dismissed in that Court by the same magistrates, and there was not sufficient cause for a new trial.

Mr. STRACHAN contended that inasmuch as the publishing of the alleged libel took place on Dec. 27, whereas in the previous instance it was alleged to have been published on the 19th, it was quite distinct and apart from the case heard before the magistrates on Monday, Jan. 27.

The magistrates ordered the trial to proceed.

Mr. STRACHAN said:—Mr. Cowie is proprietor and editor of a nautical newspaper called *SEAFARING*, and the same pamphlet, which I shall prove the defendant distributed, contains these words, "We find in a Seafoundering Journal"—I shall prove that he means the newspaper *SEAFARING*—"We find in a Seafoundering Journal that misrepresents truth and justice"—if no other words were used I shall show that that was a libel, because it holds up to hatred and contempt, or ridicule, the editor and proprietor of that journal, and that of itself would be actionable, and be matter for damages—and if maintained, the damages, for one farthing or a thousand pounds, would be for the jury—it is a matter which no registrar and no Court could strike out. If there was not another word, civilly, we would be entitled to our action, and if so entitled to take the verdict of the jury. Then the words are used "misrepresents truth and justice by its Piggottistic editor," and if the adjective were not there, it is a clear case of libel. A more scandalous charge against the editor of a newspaper it is difficult to conceive. To say that a man as editor of a newspaper misrepresents truth and justice goes to the very foundation of his business, because if he were a man of that kind his paper would be unworthy of support. It is just as harmful as to say of a professional man that which would deprive him of clients or patients, if he were a lawyer in one case, or a medical man in the other. I will now quote the rest of the sentence:—"We find in a Seafoundering Journal that misrepresents truth and justice by its Piggottistic editor, and was up till Nov. 30 advocating Trades Unionism by being printed in a 'rat shop,' that the sum collected was £32 3s. 2d. The amount is taken from *SEAFARING*." That shows distinctly that it is his journal they refer to. In addition you find that the editor is designated a "Piggottistic editor." The Court is entitled to take into account that which has become a current term. Wherever we find a man described as Piggottistic, we know what is meant. It means a man who will forge and perjure himself. It is meant for that. If I show that anybody understood it in that sense, that will be sufficient. But we, as men of the world, whatever our political views may be, we know what is meant when we say such a man is a Piggottistic man. It is not meant as a term of approbation, but is a term of obloquy, of reproach, and if that is so, according to the cases, that is libel. And further, in this pamphlet we read: "I was fortunate in having a witness with me the whole time I was with Mr. Cowie, since I find he can so grossly pervert the truth to suit his own purpose." To say that a man is a liar, if it is in writing or printed, is a gross libel. If he is entitled to plead justification—though it cannot be done here—if even he could prove that it was true and for the public benefit, that is for another court, but to say in print a man is a liar he is liable for it. Then, again, this pamphlet contains these words: "For the benefit of advertisers in *SEAFARING*, I would like to state that since the cowardly calumny published by A. Cowie, and written by him against me, the Executive Committee have given orders to receive 4,000 copies less per week," and "half the members passed a resolution that if A. Cowie did not meet



me, and support the charges made against me, they would not buy the paper." That states in distinct terms that Mr. Cowie published a cowardly calumny, and that is a libel according to the case of *Brooks v. Tichborne*. It is a libel if he might be able to justify it; if he cannot justify it, it is a gross thing to say of an editor of a newspaper that he has published a cowardly calumny. And then he goes on to say by reason of it they have lost 4,000 a week circulation. That is an interference with Mr. Cowie's business relations. Then, again, "Do you not think it strange that SEAFARING would not publish the cases in Sunderland that proved victorious for the Union? No. Arch. Cowie dare not publish the evidence by those creatures, for half the members would learn that those men would swear anything." That means in so many words that Mr. Cowie, knowing somebody has done some, thing very wrong, dare not publish the evidence because he knew the members would learn what it was. Then there is in this pamphlet, a part of it in which Mr. Cowie's name is made to appear in the most detestable form that it is possible for any person to be represented. It says, "When I have held Mr. Samuel Plimsoll sitting on a platform with Salt Water Brown on his left and J. H. Wilson on the right, I am reminded of Calvary, where the great founder, Jesus, died between two thieves. All that is required is to have Arch. Cowie as Judas, and the picture is complete." To say of any man that he is a Judas, means that the man is a detestable traitor. These are the portions of that pamphlet which referred to Mr. Cowie. A libel is any written or printed words which expose or hold up a man to contempt, ridicule or obloquy, which tend to injure him in his profession or trade, or cause him to be shunned or avoided by his neighbours. The persons to whom such a document as that was given were sailors, and it would expose Mr. Cowie, if they believed it, to hatred. It would expose him to contempt, because it called the journal of which he is editor a Seafaring Journal, and it would injure him in his profession or trade to say that as a man he inserted cowardly calumnies that had reduced his circulation by 4,000 a week. There is nothing can be better calculated, if it should be said of any person on Tyneside, anyone having large works, that he has turned out from his works a ship that was unseaworthy, and by reason of that had not got orders that he would have otherwise received, because people would not give orders if they believed such a statement set abroad concerning their works. Equally so, in the case of a newspaper, is it harmful to say that the circulation has gone down owing to something they had done very wrong. I might say the same of a medical man, a member of the legal profession, or an architect, or anyone else. Any statement of that kind tends to injure him or his profession. If that is so, then this is clearly a libel, and a series of libels. The fact of putting them together certainly does not detract from the crime with which this man is charged. Therefore, I submit that the publication of that libel being a distinct offence, every person who gives a copy of that is liable to be prosecuted. It might have been written by anybody out of the country. Suppose he had not written it, if he only gives it to anyone else he is liable to be brought before your Worships, and if you are satisfied of its publication, he is then liable to be brought before a jury. We simply charge him with publishing it, and having proved that, and that it referred to Mr. Cowie, I shall ask you to take that course which is laid down in such cases.

WILLIAM CONNELLY said: I am a fireman, and live at 19, Sand-street, Sunderland. On the 27th December last I was in the coffee tavern at the Mill Dam, in South Shields, when I saw the defendant, Abbott, there. He gave me this pamphlet (pamphlet produced). He had a great quantity. He was distributing them out. Matthew Waister was near me and saw him hand it to me, and several others whose names I could not say. I don't know Mr. Cowie. I know the paper called SEAFARING. I read the pamphlet. I read the part, "We find in a Seafaring Journal that misrepresents truth and justice by its Piggottistic editor."

## CONNELLY CROSS-EXAMINED.

Mr. DALE: The day you fix when you received this was the 27th?—Yes.

What day was it?—On a Friday.

This is the same document that you alleged you received when you were called in the first case?—Yes.

And this is exactly the same document?—Exactly the same.

When did the prosecution of Abbott by Wilson take place in this Court?—I think it was a Friday. I think the 3rd of January.

What did you do with this paper when you received this?—I put it in my pocket.

Did you get this at the Mill Dam?—Yes.

Did you mark it in any way?—No; but I kept it by me.

Did you read it when you got it?—Yes.

Where, at the Mill Dam?—No; at home.

Then, having read it at home, when did you take it to Mr. Wilson?—I did not take it to him at all.

Whom did you take it to, Mr. Brown?—I took it to a meeting.

What meeting?—Of our Union.

What day was that?—The Monday after Christmas. Now that I have overhauled my memory I remember I met Mr. Wilson, and I told him I had received such a thing.

You met Mr. Wilson that night?—Yes, and the next day he took out a summons.

You met him by accident?—Quite by accident.

Was there not an arrangement made between you and Wilson prior to Dec. 27 to try and obtain a pamphlet?—I never met him from one month's end to another.

Where did you meet him?—In High-street, Sunderland.

You carried this pamphlet in your pocket all the time?—Yes.

Did you give it to Wilson to read?—I told him to look at it.

Did he hand you it back?—Yes.

What did you do with it then; put it in your pocket?—Yes. He told me he would want me as a witness the next morning.

Was that the only pamphlet you received?—No.

Did you receive any more that day?—I had one a week before that.

What did you do with that?—I tossed it away. I did not think it worth while to look at it.

What did you with it on the 27th?—I put it in my pocket.

What did you do with the other?—I very likely lit my pipe with it.

Possibly this is the document you received the week before?—No.

Is it in your pocket now?—No.

Were they the same clothes you have on now?—No, the clothes are in the house.

Did you show that document to Wilson, too?—No.

Did you show it to anybody?—There was a whole crowd of us had them.

You know perfectly what you did with this?—Yes.

You did not mark it in any way?—No; no pencil mark at all.

Do you know Blandford?—Yes; I know him by sight.

Is he not the gentleman who gave evidence in another case?—I know nothing about that; only what I have read in the paper.

How long have you known him?—I have not known him long.

How long—months or years?—Since Jan. 11 this year.

## RE-EXAMINED.

Mr. STRACHAN: You say you got one a week before?—He was distributing them to the people in the front seats, and they were handing them over.

And it was one he had handed over?—Yes.

And was that a copy of the same pamphlet you now produce?—Just the same.

MATTHEW WAISTER, fireman, Sunderland, deposed that he saw Connolly receive one of the pamphlets from Abbott.

## THE DEFENCE.

Mr. DALE, addressing the Court for the defence, said: I submit that there is no evidence before the Court that Mr. Archibald Cowie, the complainant, is mentioned in this libel—assuming that it is a libel—neither is there evidence that he is the editor of this paper. The only evidence you have got is from this man, Waister, who does not know when he became editor of the paper; he does not know if he is even the editor now, and therefore when you have the remark, "the Piggottistic editor of a Seafaring Journal," the Court have no knowledge of who it is. Further more than that, the Court were aware on the last occasion whether this was a libel or not, and inasmuch as the Court was constituted then as it is now, it would be idle for me to reiterate my arguments, but I submit that the words, "Piggottistic editor," the Court knowing what it does of Mr. Cowie, from his cross-examination, last week, are able to judge perfectly well whether this is a libel upon Mr. Cowie, assuming that that is the gentleman referred to in this pamphlet. I am quite entitled to take any technical objection, and I contend that there has been no evidence brought forward that Mr. Cowie is the gentleman referred to as the editor of SEAFARING. The best evidence we could have would be by Mr. Cowie himself; and if he had been called there would have been an end

of the matter so far as that point was concerned, but inasmuch as there is no evidence before the Court to deal with I put in that objection. Then with regard to publication, you will have to be satisfied that that document you have before you is the same document handed by Abbott to Connolly on Dec. 27. Abbott handed one to Connolly a week or ten days before, and he put it in his pocket. He cannot say what came of it. He might have lit his pipe with it, or it might have been in his pockets up to the time he produced a pamphlet in the other case. I submit then that it is not proved that the gentleman that is mentioned in this pamphlet is the complainant; second, that it is not a libel, and, third, that the evidence of publication is not certain.

## DECISION OF THE COURT.

The magistrates retired, and after a consultation in private, returned into Court, when the chairman said:—"There are many cases that come before this Court that involve the Bench in much thought and anxiety. This is one of them. We are most anxious to discharge our duty to both parties, and have come to the determination to commit this defendant for trial."

Applause was heard in Court on the decision being given, but the applause was instantly suppressed.

The defendant was formally charged by the Clerk, and pleaded not guilty. He was thereupon committed to take his trial at the Assizes. Bail was allowed.

Abbott was cautioned by one of the officials of the Court that he would be arrested on other charges if he did not mend his ways.

Abbott remarked that he had something on his shoulders now.

Mr. Cowie, in the absence of Mr. Strachan and Mr. Brown, who had left to catch their trains, complained to the Clerk of the Court that outside the Court that morning Abbott had called out the "Piggottistic" editor as he passed, and that on the platform at King's Cross Railway Station on Jan. 31, Abbott had called out "Piggott." These outrages, Mr. Cowie complained, were incitements to a breach of the peace, if they did not amount to contempt of Court.

Mr. Cowie was informed that he might apply for another summons on that ground, and having been bound over to prosecute Abbott, he left the Court, outside of which a number of seamen congratulated him on the result of this day's proceedings.

An inquest has just been held at Llandudno on the body of Mr. Thomas Marsh, of Egremont, owner of the yacht *Heather Bell*. The body of the deceased (who was known along the Welsh coast as "the mysterious yachtsman") was last week picked up on the beach near the Great Orme's Head. The verdict was "accidentally drowned."

MR. FARQUHAR, of New York, has introduced a Bill in the House of Representatives, to increase the safety of loaded vessels and to prevent loss of life and property from overloading on the North-west Lakes. No vessel is to be fined for overloading until she has been measured and marked. Provision is made for surveyors, shipwrights and seamen in the lake districts to assist in carrying out the law.

JOHN THOMAS, an A.B. on board the steamship *Nelson*, while his ship was at Marseilles, went ashore, and while there got drunk and was locked up. Capt. Barker had to ship a substitute, and the *Nelson* sailed without Thomas. The latter, at Newport Police Court, on Jan. 21, sued the captain for £6 10s. wages due. The law is, that if a sailor breaks the continuity of his agreement because of misconduct, he forfeits all wages due. The indulgent Newport magistrates, however, thought it too hard Jack should lose all his money, because of a drop of drink, and while dismissing the case recommended his employers to give him something.

OVERLOADING.—At Runcorn, John Braithwaite Higham, master of the steamer *Musgrove*, was summoned at the instance of E. B. Morass, of Liverpool, that he on Dec. 9, at Runcorn, did unlawfully cause his vessel to be so loaded as to submerge the centre of the disc, contrary to Sec. 28 of the Merchant Shipping Act, 1876. Mr. English, for the defence, submitted that there was no intention of evading the terms of the Act. The offence had been committed owing to the chief engineer not consulting the defendant in taking in coal at Dartmouth, an extra load being shipped. The chairman said this was a very serious offence, and he did not see the slightest excuse, as the defendant must have known what the vessel would carry, and how much the mark ought to have been submerged. The defendant would be fined £10 and costs.

## CORRESPONDENCE.

## "OUR SEAMEN" AND THE LOAD LINE.

To the Editor.

DEAR SIR,—Permit me once more to trespass on the valuable space of your admirable SEAFARING by soliciting the favour of your inserting the under-mentioned statement with reference to the above all important subject. We have been furnished with the proofs of another pamphlet by Mr. Samuel Plimsoll (the seamen's good and tried friend), in which the system of deck loading of timber-carrying vessels is the subject of vigorous denunciation. Mr. Plimsoll traces legislation on the subject from fifty years ago, and shows that the Act forbidding deck loading, which was then passed and renewed again and again, disappeared from the statute book after 1862. If in 1839 evidence was produced to justify the passing of such a highly necessary Act, it is but reasonable to infer that there are adequate reasons for similar legislation in these days, and in order to check the wholesale sacrifice of life; but the matter has been grossly neglected. According to Mr. Plimsoll's statement there has been for years a continued and shameful sacrifice of sailors' lives in these floating coffins. We may express the hope that the pamphlet will be thoroughly considered by the East London members of Parliament, for if the figures and statements made in it will stand examination, we perfectly agree with Mr. Plimsoll in stating "that the sailors in this perilous service are justly entitled to have this legislation restored without a debate, as it was repealed without knowledge." On all the railroads of the United Kingdom the greatest and strictest precautions are observed to insure the safety of human lives. Surely such necessary precautions are required tenfold more upon the ocean deep in such a service, and in such hurricane weather as has prevailed lately.

I am, dear Sir, yours faithfully,  
AN OLD SALT,  
Late First Class Master of 1848 and Commander  
Bombay Marine.

## WHO WAS THE THIEF?

To the Editor.

DEAR SIR,—Please permit me a small space in your journal to lay a complaint before your readers, some of whom may have had to endure similar hardships. I am just home in the s.s. *Austral*, and regret to say that someone thought themselves more entitled to my property than myself, hence I have to complain of the loss of two suits of uniform, which to me is a severe loss. I made complaint to the proper authority on the matter, and of course difficulties were in the way to find the thief. I therefore do hope, Sir, that all seafaring folk will kindly notice this fact, with a view to the finding out who the guilty party is, for I think I am justified in saying that there is nothing worse aboard ship than the fore-castle thief.

—I am, dear Sir, yours obediently,  
ONE OF THE BLACK CROWD.  
20, York-road, Grays, Essex.  
Feb. 3, 1890.

## EXTRAORDINARY AFFAIR.

To the Editor.

SIR,—I would endeavour to draw the attention of readers of SEAFARING, also of masters and officers who feel any interest in Board of Trade inquiries, to the stranding of the s.s. *Merannio* some time ago near Hirtshal, Jutland Coast. Does it not occur to you as being rather strange-looking for two lawyers of the same firm, and partners in the profits to all intents and purposes, to be employed to blow hot and cold—one for the plaintiff and the other for the defendant. Surely there are solicitors enough in Leith and Edinburgh to be employed to defend the respective parties in the question. Should the Union of Shipmasters have any cases of a similar nature to defend, I trust they will act in a very different manner, and show the seafaring people that there are other solicitors besides those chosen by the Scottish M. and O. Association.—I am, &c.,  
Leith, Feb. 4, 1890.

FLYING FISH.

Several letters held over till next week.

A REPORT on the general engineering industries of the country states that trade is so good as to cause a scarcity of men, the Unions being unable to satisfy the requirements of the employers.

## SEAFARING DISASTERS.

*Abana*, see *Lord Alfred Paget*.*Abergrange*, see *George and Mary*.

*Ailsa Craig*, British s, Cardiff for Bombay, has put into Malta with two blades of her propeller lost.

*Amethyst*, s, previously reported ashore near Cherbourg, has floated and proceeded for Clyde.

*Autocrat*, British s, previously reported ashore near Smyrna, is reported to have been floated undamaged, and proceeding.

*Autocrat*, s, has gone ashore on a muddy bottom off Pelican Point, Smyrna; assistance sent to her from Smyrna.

*Black Boy*, see *Devonshire*.

*Balder*, s, Swansea for Catania, arrived Lisbon 25th damaged by an explosion in cargo; discharging her cargo for survey.

*Black Sea*, s, of Glasgow, got ashore on the bar in entering the Adour; declined assistance.

*Bele*, s, for Gothenburg, fouled *Sixty-Six*, s, in Long Reach, Thames.

*Benwick*.—A telegram from Norfolk, Va., states: *Benwick*, s, here for coal, has circulating pump casing cracked.

*Bellfa*, s, of London, from the Tyne, laden with coals, and the steamer *London*, of and for Dundee, cargo jute, collided in the lower part of Gravesend Reach; former severe damage to bows, and was put ashore below Tilbury Fort with fore compartment full of water; latter vessel was cut down on port bow close to the water's edge, and has fore peak full of water. She was put ashore on the south side below Gravesend.

*Cambrian Princess* has gone ashore at Wallaroo. *Clan Alpine*, British s, struck heavily off Cape Frio; has sustained damage to keel. Surveyors recommend that the cargo be discharged, and the vessel docked.

*Coningsby*, British steamers *Coningsby* and *Elk* have been in collision at Gibraltar; both vessels are slightly damaged.

*Carl Haasted*, Belfast for New Orleans, has put back to Belfast after collision, with slight damage to side and loss of bowsprit.

*Delta*, s, for Cardiff, in Dover Roads with machinery disabled; returns to London for repairs.

*Devonshire*, s, for the north, in ballast, has anchored off Gravesend with damage to port bow, having been in collision with the steamer *Black Boy* coming down the Thames Feb. 4, latter vessel proceeded to the north.

*Erin*.—There is still no news of this vessel; 90 guineas have been asked to effect reinsurances.

*E. S. Pennell*, *Fernandina*, for Paysandu, has arrived at Bermuda leaky.

*Enmie*.—According to a telegram from Durban the *Enmie* is ashore at Delagoa Bay with loss of mainmast.

*Elfrida*, s, of Glasgow, from Rochester, is supposed to have been the steamer in collision with the *John Johnasson*. The *Elfrida* passed Gravesend with port bow damaged, and reported having collided with a steamer above Southend.

*Elk*, see *Coningsby*.

*Emblem*, British ship, from Mobile, arrived at Liverpool. Reports that in gale Jan. 24 had master and one mate washed overboard; boats stove, and lost several sails.

*Enterprise*, British s, has arrived with cargo on fire at Havre.

*Ebenezer*, schooner, Southampton for Tyne, arrived below Gravesend, towed by steamer, having been in collision with *Morthyr*, near Yarmouth. *Ebenezer* has starboard bow damaged; *Morthyr's* damage unknown.

*George and Mary*, British schooner, Antwerp for Swansea, has arrived at Flushing damaged through collision with British steamer *Abergrange*, which proceeded, damage unknown.

*Grafton*.—Steamer *Linda*, at Malta, reports having passed the British s *Grafton*, Shields for Port Said, 200 miles east of Malta, with machinery supposed broken down; required no assistance.

*Godolphin*, s, from Galveston, in Wellington dock, Liverpool; on fire in deck bunkers, in which cotton is stowed.

*Granada*, Mexico for New York, at Bermuda, with loss of sails.

*Inchlonga*.—Lloyd's agent at Calcutta telegraphs: *Inchlonga*, s, inward bound, went ashore at Muckrapu Lumps. Extremely damaged. Must dock.

*Indra*.—Lloyd's agent at Port Said telegraphs, Jan. 31, that *Indra*, s, Barry for Bombay, has arrived with shaft broken.

*Isle of Bute*, of Liverpool, which sailed from Liverpool for Iquique on July 3, 1889, with cargo of coal, and has not since been heard of, was on Feb. 5 posted at Lloyd's as missing.

*Jacob Kestrell*.—*Cliveden*, s, of Cardiff, picked up at sea the *Jacob Kestrell*, of Nova Scotia, and after a stormy passage, towed her into Bermuda.

*John Johnasson*, s, of London for the Tyne, in ballast, has returned to Gravesend with bows badly damaged, stem bent, and fore-castle deck started, having been run into by an unknown steamer, whilst at anchor below the Chapman.

*John Macleod*, previously reported ashore at Yokohama, has been got off and towed into Yokosuka.

*Jersey City*, from Swansea, has arrived at New York with funnel started and loss of two boats.

*Kingsdale*.—Cablegram from Baltimore states: British s *Kingsdale*, from Spain for Baltimore, is aground in Patapsco River.

*Lighters*.—The three Government lighters abandoned by the *White Rose*, tug, off Lundy, have been picked up by the *Dunrobin*, tug, and towed into Cardiff.

*Lord O'Neill*, s, at Greenock from Baltimore, experienced very heavy weather, and had some boats, &c., carried away.

*Lord Alfred Paget*, s, and the *Abana*, s, both bound N., in ballast, were in collision during a fog in Half-way Reach, River Thames, Feb. 4, the *Lord Alfred Paget* returned to London, the *Abana* proceeded.

*Liscard*, steamer, for Bombay, collided with the training-ship *Warspite*, lying at Charlton, when coming down river Thames, Feb. 5. *Liscard* had starboard bow damaged, and entered Tilbury Dock for repairs. Another account states that the *Warspite* sustained slight damage to her starboard bow.

*Maggie Douglas*, of Irvine, which sailed from Mobile for Queenboro on Dec. 18, 1889, with a cargo of wood goods, and has not since been heard of, is overdue.

*Magdala*, British s, from Liverpool for Syria, has arrived at Malta with boiler leaking slightly. Detention about three days.

*Mazeppa*.—Lloyd's agent at Cardiff telegraphs Feb. 4: *Mazeppa*, s, London for Barry, went aground on Breaksea this morning, but will likely get off.

*Merannio*, s, which arrived at Gibraltar after grounding, has bottom damaged considerably. Will discharge.

*Merannia*.—Telegram from Gibraltar states *Merannia*, British s, from Bona, grounded off Europa Point; afterwards floated in leaky condition; divers employed to examine bottom.

*Navarra*, British s, Valencia for London, has arrived at Ferrol with machinery broken down.

*Nedjed*.—Lloyd's agent at Ismailia telegraphs, Jan. 31, *Nedjed*, steamer, refloated: now siding kilometre 133, reloading cargo.

*Nellie*, s, which stranded in entering Bilbao, was assisted off and towed into Bilbao, making water forward.

*Norlands*, s, from Baltimore, ran against wall in Spencer Basin, Belfast, and is reported making little water.

*Norseman*, British schooner, has been totally wrecked off Mogadore; cargo washing ashore; crew saved.

*Oakdene*, British s, coal laden, is ashore on Bilbao Bar.

*Ocean*, British s, has been towed into Halifax short of coals.

*Ocean Prince*, s, for Venice, has returned to Shields with machinery disabled.

*Osmanli*.—Lloyd's agent at Savannah cables: British steamer *Osmanli* has arrived slightly damaged.

*Oakdene* British steamer, reported ashore on Bilbao Bar, has been got off and is now safely in port.

*Perle*, Hamburg for Rio Grande, has stranded at Porto Allegro, and is a total loss.

*Peggy*, British brigantine, Liverpool for St. John's, put into St. Michael's on Jan. 25, with cut-water damaged and leaking in her upper works. Cargo damaged.

*Prince Llewellyn*, previously reported ashore, is afloat.

*Queen*, of Jersey, which sailed from Legue St. Brieux for Swansea on Oct. 4, 1889, with a cargo of onions, and from Binic on Oct. 5, and has not since been heard of, was on Feb. 5 posted at Lloyd's as missing.

*Rimac*, of Liverpool, which sailed from Calcutta for Callao on June 22, 1889, with a cargo of gunnies, and has not since been heard of, was posted at Lloyd's Feb. 5 as missing.

*R. H. G.*, of Falmouth, which sailed from Llanelly for Abersoch Beach with a cargo of coal on Oct. 4, 1889, and has not since been heard of, is overdue.

*Riverina*.—Lloyd's agent at Melbourne telegraphs Feb. 3, *Riverina* wrecked; hull and materials a total loss; part of the cargo saved. Salvage steamer returning with crew. Further efforts will be made to save the cargo by means of lighters.

*Riverina*.—*Wendowree*, s, has arrived at Sydney with the passengers from the *Riverina*. Captain and crew remain by the wreck.



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Rosa—Lloyd's agent at Seville telegraphs, Jan. 31:  
Rosa has been badly damaged by collision with  
a vessel, name unknown, and has incurred a general  
average. Cargo not damaged.  
Roseville, British s, from Coosaw, is aground in  
river at Berwick. Must lighten.  
Sobraon, s, Plymouth for Baltimore, at Falmouth  
Feb. 5, with condenser out of order  
Sirocco, British ship, from Newcastle for Genoa,  
at Plymouth leaky.  
State of Alabama, steamer, which sailed from  
Greenock for New York, put back, it is reported,  
with her machinery out of order.  
Tymor, British s, Gibraltar for New York, put  
into St. Michael's on Jan. 30, with machinery  
disabled.  
Trenellard, in leaving St. Vincent, C.V., found  
low pressure cylinder cover broken.  
Voluna, from Laurvig, Dec. 28, for Sunderland,  
laden with wood, is supposed to have been lost with  
all hands.  
Venetian, s, from Boston, arrived at Liverpool,  
experienced heavy gale on voyage and received  
slight damage.  
Waeland, s, arrived at New York from Antwerp,  
experienced a rough passage and lost the fourth  
officer and quartermaster.  
Wans Fell, s, from Garston for Plymouth, put  
into Milford, Jan. 29, with hot-well cracked.  
Waspite, see Liscard.

## GOT CERTIFICATES

As Masters or Mates, during week ended 1st  
February, 1890.

Note.—Ex. C., denotes Extra Master; O. C.,  
Ordinary Master; 1 M., First Mate; O. M., Only  
Mate; and 2 M., Second Mate; S.S., denotes Steam  
Ship Certificates.

### FOREIGN TRADE.

Name.	Grade.	Examining Board.
Tooley, Harry J.	2 M	London
Shaw, Herbert G.	2 M	London
East, Robt. M.	2 M	London
Atkins-Percy, Jno.	2 M	London
Wade, Wm.	2 M	London
Freeman, Arthur Wm.	2 M	London
Marais, Hy.	O M	London
Preedy, Wm. S.	O C	London
Gullen, Percy	O C	London
Cottell, Alf. P.	O C	London
Oats, David S.	1 M	London
Fopp, Arthur E. M.	O C	London
Hildyard, Wm.	1 M	London
Bellay, Arthur	1 M	London
Frost, Jas. R.	1 M	London
Roberts, Wm. Jno.	2 M	Liverpool
Silverlock, Percy R.	2 M	Liverpool
McClean, Jno.	2 M	Liverpool
Gilmour, Alfred T.	2 M	Liverpool
Lyons, Jno. F.	2 M	Liverpool
Jones, Jno. P.	2 M	Liverpool
Longridge, Wm.	O C	Liverpool
Blacklock, Peter	O C	Liverpool
Dutton, Thos. H.	1 M	Liverpool
Hunter, Walter C.	2 M	Glasgow
Lochead, Jas.	2 M	Glasgow
Herrenbrodt, Johann F.	O C	Glasgow
Napier, Jno. H.	Master S S	Glasgow
Liston, Jas.	O C	Glasgow
Massie, Jas.	O C	Glasgow
Macfarlane, Wm.	Ex C	Glasgow
Dickens, Jno. W. E.	2 M	Newport
Edwards, Alf. R.	2 M	Newport
Storm, Geberhard M.	1 M	Newport
Rees, Thos. L.	1 M	Newport
Poole, Arthur	Master S S	Newport
Randle, Geo. W.	O C	Plymouth
Lelean, Jas.	O C	Plymouth
Baddeley, Saml. H.	Ex C	Plymouth
Mars, Geo.	1 M	Plymouth
Hochen, Albt. Ed.	O C	Plymouth
Davey, Robt. Hy.	1 M	Plymouth
Robinson, E. Chas. V.	1 M	Plymouth
Bridgman, Wm. O.	O C	Plymouth
Gillings, Edwd.	2 M	South Shields
Thompson, Ralph T.	1 M	South Shields
Hedley, Jas. W.	1 M S S	South Shields
Eisen, Olaf J.	O C	South Shields
Thompson, Robt.	O C	South Shields
Warden, Anthony Jno.	O C	South Shields
Bolan, Joseph	O C	South Shields
Pettersen, Nils A.	1 M	South Shields
Macdonald, Jno. C.	2 M	Aberdeen
Smart, Jas. Robt. B.	2 M	Aberdeen
Laing, Jas.	O M	Aberdeen
Sinclair, Wm.	O C	Aberdeen
Dunley, Edwd. R.	2 M	Hull
Taaker, Alf. Jno.	2 M	Hull

Name.	Grade.	Examining Board.
Harrison, Alf. Hy.	2 M	Hull
Stringer, Edwd. Jno.	2 M	Hull
Billington, Fredk. D.	2 M	Hull
Mapplebeck, Hy.	1 M S S	Hull
Johnson, Robt.	O C	Hull
Chimney, Herbt.	O C	Hull
Shaw, Jno.	2 M Fore & Aft.	Greenock
Gilchrist, Jno.	1 M	Greenock
Carnaghan, Jno. Geo.	1 M	Greenock
Rutz, Robt.	O C	Greenock
Whayman, Arthur R.	2 M	Sunderland
Booth, Ernest	2 M	Sunderland
McGowan, Wm.	2 M S S	Sunderland
Hepplewhite, Jno. Bor.	O C	Sunderland
Loch, Wm. Hunt	O C	Sunderland
Morton, Louis	O C	Sunderland
Savage, Guo.	O C	Sunderland
Marley, Christopher	O C	Sunderland
Craddace, Jas.	1 M	Sunderland
Morris, Edwd. Chas.	1 M S S	Bristol
Greenham, Jas.	2 M	Belfast
Marsiall, Jno.	1 M	Belfast
Cadman, Arthur M.	1 M	Leith

### ENGINEERS.

Note.—Ex. 1, denotes Extra First Class; 1, First  
Class; 2, Second Class.

Name.	Class.	Port of Examination.
Reynolds, Walter H.	2	London
Dorward, Jno. L.	1	London
Greig, Geo. T.	1	London
Douglas, Jas.	2	London
Hutchinson, Chas.	2	Liverpool
McDougall, Jas. L.	2	Liverpool
Radford, Thos.	2	Liverpool
Wright, Geo. T.	2	Liverpool
Glassford, Jno.	1	Liverpool
Kelly, Wm. Jno.	1	Liverpool
Hargrave, Walter Hy.	2	North Shields
Thompson, Jno. Wm.	2	North Shields
Stafford, Wm.	2	North Shields
Sutherland, Arthur Hy.	2	North Shields
Kirkham, Thos.	2	North Shields
Sanderson, Jno.	2	North Shields
Harcuss, Jno.	1	North Shields
Donald, Jas.	1	North Shields
Coverdale, Robt. E.	2	Sunderland
Wylie, Saml. Jas.	2	Sunderland
Bailey, Jasper	2	Sunderland
Saw, Jno. Geo.	2	Sunderland
Andrew, Wm Hy.	2	Sunderland
Jupe, Wm. Thos.	1	Sunderland
Buxton, Jno. Edwd.	1	Sunderland
Jennings, Geo.	1	Sunderland
Hutchison, Jas.	Ex 1	Leith
Hume, Wm. G.	Ex 1	Leith
Tanfield, Wm.	2	Hull
Head, Geo.	2	Hull

## SHIPS SPOKEN.

Anglo-American, of St. John (N.B.), Jan. 18.  
Beipore, barque, steering S.W., Jan. 15.  
County of Flint, English barque, steering south,  
Jan. 20.  
Craigisla, English barque, Iquique to Falmouth  
90 days, Jan. 13.  
Caldera, British ship, New York to Batavia,  
Jan. 26.  
Cabul, of Liverpool, bound west, Feb. 2, in mid-  
Channel.  
Drumeltan, four-masted ship, outward bound, all  
well, Feb. 1.  
Europa, for Table Bay, Jan. 29.  
Equator, ship, of Yarmouth (N.S.), steering south,  
Jan. 12.  
Ethel, steering east, Jan. 13.  
Frisca, for Buenos Ayres, steering east by north,  
Jan. 13.  
Greystoke Castle, from Melbourne.  
Hoghton Tower, from Pisagua, Jan. 8.  
Janet Cowan, bound out, Feb. 4, off Lizard.  
Louis a Coipel, British brig, Havana to Yarmouth,  
Jan. 16, in Straits of Florida.  
Orissa, Chili to Falmouth, Jan. 21.  
Orellana, for Valparaiso.  
Pleiades, ship, London to New Zealand, Dec. 3.  
Pretoria, s, Southampton to Cape town, Jan. 24.  
Sif, s, Port de Paix to New York, Jan. 18.  
Syria, schooner, of Hull, Jan. 31, in Bay of  
Biscay.  
Warsaw, steering west, Feb. 1.

For assaulting a Board of Trade officer at Dundee,  
a fireman named Richmond has been sent to prison  
for 60 days.

## WHOLESALE MURDER.

### DEMONSTRATION AT KING'S LYNN.

The members of the King's Lynn Branch of the  
Sailors' and Firemen's Union held a meeting in the  
Music Hall, King's Lynn, on Monday evening,  
Feb. 3, after parading the town, headed by a brass  
band and accompanied by sundry flags and banners,  
with which the back of the platform inside the  
hall was afterwards decorated. There was a large  
audience. Mr. A. Ream presided, and was supported  
by Messrs. J. H. Wilson (general secretary), G.  
Fysh (of Green's Home Branch), W. C. Bennett  
(secretary of the Lynn Branch), F. J. Miles, J. T.  
Bunkall, T. Green, W. J. Freeman, C. Arnold, &c.

The Chairman, in opening the proceedings, said  
he had great pleasure in presiding over that meet-  
ing as treasurer of the Sailors' and Firemen's Union  
of Great Britain, a Branch of which had been estab-  
lished in Lynn. Certainly he did not know much  
about a sailor's life; he was more of a turnpike  
sailor than anything else. In this instance he carried  
the money, and he gave the members of the  
Society his word—other people had done the same  
before—that when the day of reckoning came the  
cash would be forthcoming. (Applause.)

Mr. Wilson, in the course of a long and in-  
teresting speech, said he was pleased to visit the  
port of Lynn; it was not a large one, but it was  
growing in importance. There was a large number  
of seafaring men connected with the town, there-  
fore he did not think the inhabitants could possibly  
attend a better meeting than that, which was for  
the purpose of considering the serious

### LOSS OF LIFE

at sea which took place annually. For many years  
this had been taking place, and notwithstanding  
all that members of Parliament and others had  
done, the loss still continued. Forty or fifty years  
ago, when ships were lost or foundered and not a  
soul was left to tell the tale, this country did not  
think it worth its while to make any inquiry into  
the cause. It was not until such men as Samuel  
Plimsoll—(cheers)—came forward, and he, above  
all other men in this country, had proved himself a  
thorough hard-working man on behalf of our sailors  
and firemen. When Mr. Plimsoll first entered  
Parliament he took up the question of our seamen's  
grievances; he studied certain statistics published  
by the Government of the loss of life at sea, and  
reasoned with himself as to what he could do to  
prevent it. He said: "If I am only able to save  
100 lives during twelve months, then I shall  
consider that I have done something beneficial for  
this country." (Applause.) In 1878 and 1880, there-  
fore, Mr. Plimsoll introduced to Parliament the  
question of unseaworthy ships. Previous to that  
time shipowners might buy rotten old tubs, send  
them to sea loaded down to the scuppers like sand  
barges, and when they foundered no more was heard  
of them, and no inquiries were made concerning  
them. Mr. Plimsoll commenced his attacks upon  
these rotten unseaworthy ships, and at last the  
Government consented to the appointment of a  
Commission of Inquiry, with the result that in 1872  
and 1873 we had legislation upon the question.  
(Applause.) The Government passed a Bill giving  
the Board of Trade power to detain unseaworthy  
vessels, and no doubt many thousands of our sea-  
men and firemen who were now alive owed their  
existence to that piece of legislation. When satis-  
fied with his efforts with regard to rotten and un-  
seaworthy ships, Mr. Plimsoll then dealt with the  
question of fixing

### THE LOAD LINE

upon all vessels, so as to prevent owners putting  
more cargo on board than the vessels were  
capable of carrying. He (Mr. Wilson) did not  
know whether they had tram-cars in Lynn; if  
they had, it was pretty well understood that they  
were only allowed to carry a certain number of  
passengers; and if it was necessary to have a  
stipulation with regard to the loading of cars, why  
should they not have one for the loading of vessels  
that were going to sea? He wanted to convince  
his audience that it was of great importance that  
our seamen and firemen should have protection.  
When a sailor entered into an agreement with a  
shipowner, he signed articles of agreement, which  
stated that he was to be at all times obedient to  
the lawful commands of the master and his officers.  
When he reached the dock, perhaps, he found that  
his vessel was dangerously loaded, and that she had  
such a large cargo on board as to render her utterly  
unseaworthy. If this man refused to go on board, the  
owner had power which no other employer of labour  
possessed, namely, to call upon the local police to

force the man on board, or to take him before a magistrate, who might perhaps be a shipowner, by whom he could be sentenced to imprisonment because he declined to risk his life. Seeing the power which shipowners had over their men, it was only right that the Government should order a load line to be fixed upon the side of all vessels; and not to leave it to the owners to fix it there, but to some competent authority, such as Lloyd's, in order that men's lives might not be risked by overloading. In 1876, Mr. Plimsoll brought before the House of Commons his Load Line Bill. He proposed that the line should be fixed by the ship builders or some such competent authority; but Mr. Norwood, whose name had been very prominent before the public of late, persuaded the Government to take out the clause which related to the load line being fixed by the builders, and leave it to the owners. Some of our honest and respectable shipowners were so disgusted with Mr. Norwood that some of them ridiculed his proposal and placed the load line upon the funnel of their steamers. (Laughter.) Some good had been accomplished by means of the load line, for it acted as a preventive against overloading. In 1884 the Government appointed a committee to inquire into this load line question. It consisted of two Government inspectors, of certain shipbuilders and shipowners, and Mr. Thomas Gray from the Board of Trade. Six shipowners sat upon this committee, therefore they could not complain of not being amply represented. The committee fixed the load line, but up to the present no effort had been made to put their proposal into force. Thanks to the Sailors' and Firemen's Union, with the aid of their good friend Mr. Plimsoll, they had been able to draft a Bill, and more than that, to secure the support of over

#### 500 MEMBERS OF PARLIAMENT.

who were willing in the next session to support a compulsory load line being placed upon all vessels. (Applause.) Therefore he (Mr. Wilson) believed that this year would see the last of overloading English ships, and perhaps of foreign vessels also. (Hear, hear.) When they considered the number of people who annually met with a watery grave through the overloading of their ships, he was sure the audience would agree with him that it was time some effort was made to save men of this class. (Applause.) During the past week or two many of them had read reports in the newspapers which had been received from passenger steamers that had crossed the Atlantic during the recent hurricanes. These were from vessels built of the strongest material, well-manned, thoroughly equipped, and not overloaded in any way, and they had experienced great difficulty in making their voyages. Some of those on board had either been killed or washed overboard. If such was the state of affairs on board these steamers, what was the position of sailors and firemen who had to cross the Atlantic in our ocean tramp steamers, which carried any description of cargo? These tramp steamers went here, there, and everywhere, and the owners took good care that when they sent them across the Atlantic they carried as much cargo as it was possible to put on board. (Applause.) They were undermanned, and not built of the best material. Some people might ask: Why should any shipowner desire to lose his vessel; what is he to gain thereby? The fact was this: The ships were not insured in the same way as house property. They were insured by what were called underwriters—a company of perhaps 30 or 40 men, who never saw the vessels, and never sent anyone to inspect them. They accepted certain particulars, furnished by Lloyd's at the time that the vessel was built, as to their tonnage and so forth. The ships were insured at a very high premium, and if they made a good voyage out and home the underwriters got a good profit. A shipowner not only insured his vessel, but his cargo, freight, sailors' wages, food on board, and coals. Take a vessel of 1,300 tons register; it might be worth say £20,000, but it was insured for £25,000, and adding to this the insurance upon the cargo, coals, etc., the total would be something like £36,000 or £37,000. If the vessel were lost three days after leaving any harbour in the United Kingdom, the owner got £37,000, when his vessel was not worth more than £20,000. He thought that as long as shipowners made a profit out of their insurance they would never try to make their vessels as seaworthy as they ought to be. He contended that every possible step should be taken to

#### STOP THIS OVER-INSURANCE,

And to prevent ships going to sea in what is considered an unseaworthy condition. How many vessels were lost at sea and no notice taken of them? In many instances the owners were responsible for the sacrifice of life in these vessels, and ought to be punished in the same way as a

man who might meet his fellow man in the street and shoot him with a pistol or stab him with a knife. (Applause.) We wanted to deal with this load line question first, although there were other things which also caused loss of life. The question of manning our ships was one of them. It was a disgrace to this country to see large steamers going to sea with four or five sailors and three or four firemen. Many a time in these vessels the men were compelled to stand at the wheel for two hours, and then go direct on the look-out for another two. The result was many of the collisions of which we heard daily, and people were surprised at the loss of life. Men who understood the question were not at all surprised, and the wonder was that more vessels were not lost owing to their being undermanned. Mr. Wilson then dealt with the question of lifeboats and other means for saving life on board ship, and strongly condemned their inefficiency. He next stated that he could not see why shipowners should fight against the extension of the Employers' Liability Act to themselves. For his part he could not see the difference, as an employer of labour, between a man who owned a factory or a mill and a shipowner. (Hear, hear.) Another grievance was the food on board ships. A man was allowed so much beef and bread, but there was a difference between wholesome beef and

#### "MAHOGANY BEEF."

(Laughter.) When a seaman got a piece of beef that had been lying five years in Gibraltar Rock in the Government stores, had been condemned as unfit for either the army or the navy, and then sent to Woolwich, he did not regard it as very wholesome food. This was done to save the pockets of the shipowners. A few years ago a gentleman bought up these meat stores, which in addition to their lying five years in Gibraltar Rock had been a voyage round the world. (Laughter.) They were then put into fresh pickle and bought by shipowners, after which they were taken on board our British ships for the use of the mercantile marine. ("Shame.") All the nourishment was out of the meat. Many a time had he seen men carving images out of this meat, and only two months ago Mr. Plimsoll was publicly presented with the model of a ship which was carved out of a piece of beef that had been given to a sailor for his dinner. (Laughter and applause.) Mr. Wilson then proceeded to condemn the pork, which he said was often rank and green; the butter, for which lumps of margarine were substituted; the coffee and the biscuits used on board ship, and also the manner in which the provisions were cooked. He said he believed that some improvements might be effected, and by the aid of their Union they would shortly be able to make an alteration with respect to the way in which the men were fed on board ship. (Applause.) There was one other important matter, and that was the accommodation which was allotted to seamen, which was a disgrace to civilisation. It was very strange that the Government allowed a shipowner to give only 70 cubic feet of air space, whilst convicts were allowed 380, and thus those who broke the law were allowed better accommodation, in this respect, than our sailors and firemen, who were the mainstay and the backbone of this great nation. (Cheers.) Seventy feet of cubic meant a space about six feet long, two feet broad and two feet high; it was a disgrace not only to shipowners, but it was also a disgrace to Her Majesty's Government. (Hear, hear.) But how could they expect anything different whilst the House of Commons was composed of men who were capitalists—men, who went there not in the interest of the working men, but to take care of their own interests. Until the day arrived when the toilers and workers of this country should demand and have a share of representation in the House of Commons, he (Mr. Wilson) did not expect they would be able to get much legislation for the benefit of the working man. (Hear, hear.) It was absolutely necessary if working men desired to have fair play and justice, that they should combine with each other. Mr. Wilson went on to point out certain advantages which might be derived by belonging to the Union, and concluded by saying that he hoped the next time he came to Lynn all the trades would have combined together as one man. He did not think that employers would object to it—no sensible employer would—and he therefore trusted that working men would band themselves together for the protection of themselves, their wives and their families. (Loud applause.)

Mr. Fysh said the Sailors' and Firemen's Union had the shipowners in their hands, and they meant to have even a firmer grip this time 12 months than now. The dock labourers might join the Labour Union—why should they not?—and the

#### FISHERMEN

too. These men were the greatest enemies the Union had, because when there was a strike the

fishermen were taken on in place of the men who had come out. If they would form a branch of the Labour Union in Lynn, he would see that someone came and organised it. (Applause.)

Mr. W. Bennett made a few remarks, and said that the Sailors' and Firemen's Union was started in Lynn by four or five seamen coming to him and asking him if they could not have a branch here. He said he knew nothing about it, but if they would find the name and address of the secretary, he (Mr. Bennett) would correspond with him. He obtained Mr. Wilson's address, and a branch was very successfully established last April, and since then he had enrolled 130 members. (Applause.) The labourers of Lynn wanted to be more united. If a branch of the Labour Union was established, he would do his duty by it, but he felt that his first duty was to the Sailors' and Firemen's Union. He hoped they would be more united, so that they could get a fair day's wage for a fair day's work. (Applause.)

Mr. T. Green moved a vote of thanks to the speakers which was seconded by one of the audience. A similar compliment was paid to the chairman.

Mr. Wilson and Mr. Fysh returned thanks.

The Chairman, in reply, said it had been mentioned by one of the speakers that they sometimes found a difficulty in getting a chairman. He (Mr. Ream) courted nobody's smiles, he feared nobody's frowns, and the man was not born that he cared twopence for. A few years ago on a certain occasion it was said that he was too popular with the working people. If it was an offence to be popular with the working people he pleaded guilty. (Applause.)

The meeting then terminated.

#### PLYMOUTH AWAKENING.

The Plymouth Branch of the Sailors' and Firemen's Union is progressing very favourably, 17 new members having joined last week. The secretary, Mr. Thackwell, has had the compliment paid him of being invited to preside at an important meeting there, of which the following is a report:—

A largely attended meeting of dock and general labourers was held in Plymouth, Jan. 31, when an address was given by Mr. W. H. White, hon. district secretary Bristol Dockers' Union, on the "Advantages of Unionism."

Mr. E. R. Thackwell, who took the chair, urged on those present the duty of protecting their interests by joining the Dockers' Union, contending that it was a cowardly act if they refused to follow their example. It was all very well for them to say, "Stick out, and let other men take our places," but if they banded themselves together there would be no one to take their places. It was only blacklegs who stood outside the Union. (Loud applause.) He referred with satisfaction to the fact that the Sailors' and Firemen's Union had been the means of raising the rate of wages in the port of Plymouth from £1 5s. to £1 12s. 8d., and they were determined that those who unloaded the cargoes in Plymouth should be Union men as well as themselves. (Applause.) It was a scandal to the town of Plymouth that men had to spend a portion of their wages in drink at the public-house kept by their employers before they could get a job. It was said that they need not purchase drink unless they liked, but they knew if they did not they would not get a job. (Laughter and applause.)

Mr. White described himself as one who had been a teacher with Dr. Merrifield for many years, and said it gave him much pleasure to come back to Plymouth after so long an absence. He went on to speak of his experiences at Bristol, and what had been done for the dockers there. He was not, he said, a paid secretary, and the reason he became general district secretary to that neighbourhood arose from the following circumstances. About three years back a firm of stevedores, employing about 600 men on the quays, always kept a portion of a man's wages in hand. If a man earned 30s. he was advanced 25s., and twopence on every shilling was deducted. (Shame.) On the passing of Mr. Bradlaugh's Truck Act, he brought a dozen cases before the police court, and won them all, with the result that no further deductions of the kind were made now. (Applause.) They started a Branch of the London Dockers' Union, presided over by Mr. T. Mann, Mr. B. Phillips, and Mr. Burns. The question was—Did they at Plymouth wish to be separated from them? ("No.") They wanted to amalgamate with them, so that they might take action in the event of a strike. He did not, however, believe in strikes, and believed that by combining in the way they suggested they would be able to get what they wanted from the employers of labour, and so avoid a strike. "If the employers would not do what they asked, then the strike



must take place, and continue until their demands were granted. (Applause.) Mr. White read a manifesto he addressed last November to some employers of labour in Bristol, in which he expressed the intention of the dockers, while rigidly adhering to the just claims of capital, to "use every effort to obtain a proportional distribution of wealth amongst our constituents." He suggested that a manifesto on somewhat similar lines should be issued at Plymouth. They would not be satisfied until men were paid for their daily work at a fair wage, and a proportionate part of the profit of that day's work divided according to the ability shown by the workers. (Applause.) They were endeavouring to prevent the whole of the profits going into the pockets of the employers—he did not mean equality of distribution, but that there should be a fair distribution of the profit at the end of every day's work. (Applause.) He went on to speak of the way in which the Bristol dockers dealt with a "blackleg," whom he considered the greatest rascal under the sun, because he underworked his fellow-man, who was striving for higher wages. (Applause.) He counselled them to deal justly with their employers. They had been treated badly by them, but they would return good for evil, and show them that all their demands were built on justice. He would not touch upon politics, as this question was not a party question. For his part he would vote for any member of Parliament so long as he carried out his promise to introduce or vote for Bills in the House of Commons introduced on behalf of the working classes. The speaker went on to refer to the decision of the Bristol men, that foreigners should work cargoes of timber vessels to the dock and to the port, and no further, and stated that, as a result of this decision, in one case fourteen local men were put on to carry deals from the ship to the railway. Members of the Sailors' and Firemen's Union had all agreed that in signing articles they would not, under any consideration, work a cargo in a Continental port, and he urged that if the English sailor did not compete with Continental labour in a Continental port, it was not fair that Continental labour should be allowed to compete with English labour in a home port. (Applause.) Mr. White said they intended to agitate for an alteration being made in the Employers' Liability Act, so that it should not be so costly as it was at present to put the law in motion to get compensation from employers for injuries received. They also intended to abolish the stevedore or middleman, and see that the money which went into his pocket for discharging a ship was fairly distributed among the men. For the discharge of grain cargoes they proposed to purchase gear, the cost of which would be met by each man subscribing, which would afterwards be paid back to him from the profits which would be made. He spoke in favour of the franchise being given to every man and woman of 21, free education, and the representation of every working class constituency by paid members of Parliament. In conclusion, he explained that they aimed at establishing a national federation of skilled and unskilled labour throughout the kingdom, so that in an hour from the signal being given from headquarters, every man throughout the United Kingdom might down with his tools at once. By this means the employers would be unable to resist their demands. (Applause.)

Various questions were asked and answered in reference to the constitution of the executive of the proposed federation. A coal porter from Devonport mounted the platform, and said the labourers at Morice Town wished to form a Branch of the Union. A dockyardman present expressed the hope that Mr. White would address a meeting at Devonport, and Mr. White promised to do so later on if they wished it. A member of the Amalgamated Society of Engineers exhorted the men to join the Union, and the meeting concluded with a vote of thanks to the lecturer, Mr. Slater; the proposer expressing the opinion that every assistance had been promised by other Unions to the formation of a Union among workwomen.

**BREAKING CUSTOMS ARREST.**—In the Court of Admiralty application has been made to Mr. Justice Butt in the case of the Irish Commissioners of Lights v. the owners of the *Glenmore*, Messrs. Johnson & Co., of Liverpool. After being in collision with an Irish lightship she put into Dartmouth to coal. Customs authorities waited upon the master and informed him that he was to consider the ship under arrest, an officer being placed on board. The master, finding that the order to arrest was sent by telegram, consulted a solicitor, and being advised that an arrest under such circumstances was not legally complete, put to sea, taking with him the Customs officer. Mr. Justice Butt said it was *prima facie* a serious matter, and would have to be inquired into on the next motion day.

## SHIPPING OPERATIVES' MEETING AT LIVERPOOL.

A mass meeting of dock labourers, sailors, firemen, flatmen, scalers, coal heavers, quay porters, quay carters, and various classes connected with the shipping industry, has been held in the Concert Hall, Lord Nelson-street, Liverpool. Mr. William Winterburn, president of the Trades Council, presided in his capacity as trustee of the Sailors' and Firemen's Union, and there was a very large and representative gathering.

The Chairman, in opening the proceedings, said that certain accusations had been made against Mr. Kierman. They were considered so serious that a committee of investigation had been appointed to examine into the charges. They had fully investigated the affair, and had unanimously drawn up the following resolution:—"The report of the committee of investigation, held at Birkenhead, on Feb. 2, 1890. That as certain accusations were brought against Thomas Kierman, purporting to be damaging to his character as a Trades Unionist, and unfitting him for membership of a respectable society, we, the undersigned, having fully investigated these charges, find that, so far as Trades Unions are concerned and all societies in general, such accusations were frivolous and consequently wholly unwarrantable. (Signed) Wm. Winterburn, President of the Trades Council." The chairman said that they had come to the conclusion that the time had now arrived when they should take a little more definite action in regard to the various Unions in connection with the shipping trade. He trusted that everyone present belonged to some Union, and that they would make it their business to be loyal to their local committees and executives. "Unless they did so, they might as well 'throw up the sponge.'" They must be prepared to sink the individual in any matter of this sort, and rely solely on the men whom they might elect as their committee and executive. The latter were in a position to judge more impartially than the men of the various circumstances which would be laid before them, and on that account he trusted that they had made up their minds to stand firm and be true to their leaders. (Applause.)

Mr. William Nicholson moved a resolution in favour of mutual co-operation on the part of the various bodies interested. He said there were men outside the pale of all organisations, watching outside for the others to fight their battles and get their grievances redressed, and so soon as they saw any successful results from the struggle they stepped in and wanted to share the profits. These men were too mean to be recognised by any *bona fide* Trade Union—hear, hear—and if compelling men of that character was considered to be coercion, then he maintained that such coercion was urgently wanted. (Hear, hear, and applause.) He believed all present had had experience of the fact that all lawful means which had been taken by single bodies to redress their grievances had failed, and amalgamation was required in order to effect their purposes. (Applause.)

Mr. M. McKeown, vice-president of the Dock Labourers' Union, seconded, remarking, among other things, that it was desirable that no body should take action till the others were made conversant with the facts. He illustrated his point by referring to the result of the dispute at Birkenhead.

Mr. J. H. Wilson (general secretary of the Sailors' and Firemen's Union) said he was pleased to see on the platform men who had fought together for the emancipation of unskilled labourers. They had convinced the world that if they were unskilled labourers—and he did not admit that they were—it was possible for them to make common cause with each other, and organise for the protection of the trade with which they were connected—viz., the shipping industry. He had regretted for a long time now that the dock labourers, sailors, and firemen could not understand each other more thoroughly. They wanted more combination among the workers. They wanted them to study the interests of each other, and they could only do this by organisation. Every man who claimed to be a Union man, whether he was a sailor, fireman, or dock labourer, ought to refuse to handle or take in cargo which had been handled by dirty, filthy scabs. (Applause.) There was an individual who had done all he possibly could to break up the Sailors' and Firemen's Union. After some months of struggle to carry out the object he had in view, he found that the Sailors' and Firemen's Union was based on a foundation of rock, and not of sand, and in consequence of that he had given the struggle up, and he was now seeing what he could do among the dock

labourers. He (Mr. Wilson) believed that the man was connected with the Knights of Labour. He had nothing to say against the Knights of Labour. (Applause.) He believed in the Knights of Labour, and that they had accomplished a great deal for the working men of America. The organisation of the Knights of Labour, however, was quite a new thing to the working men in this country. He believed that it would be more profitable for the working men of this country to organise themselves first, and then, if possible, to confederate with the Knights of Labour, or any organisation which might exist. When an individual came into the field and commenced to denounce any organisation for the purpose of benefitting the organisation with which he might be connected, he called that man a fraud and a fool. Working men should combine together not for the purpose of crushing the employer, but to see that the employer gave them a fair and reasonable share of the profits of labour. For years the dock labourers and the sailors and firemen had been played off one against the other, and it was quite time that they became more united. (Applause.) What they wanted in Liverpool was everyone to make cause with each other. Let each one of them remember that when the employer crushed any section of the working men they were helping him to crush themselves, for if their turn did not come now, it would come by-and-bye. Employers did not always fight the whole of their workmen at one time; they took them individually, as they would separate a bundle of sticks to break them singly. If the workmen had the sense to bind themselves together into one grand cord of union, all the employers in the world not be able to crush them.

Mr. M'Hugh, general secretary of the Dock Labourers' Union, supported the resolution.

Mr. Ben Tillett (London), who was greeted with loud cheers, also supported the resolution. He gave details of the London dock strike, and stated that every privilege gained by the working men in this country had been obtained and won by broken heads and ruined homes, and by men who had suffered imprisonment and death. He had come down to Liverpool with the express purpose of trying to get all the dock labourers of the United Kingdom into one grand organisation. They wanted a fair day's work and a fair day's pay for it. No one knew how near the London strike was to a revolution. The assassin who used his knife, and sent the soul of his fellow to its resting-place—the man who used the knife, and did it expeditiously, could not be compared as a murderer with the moral murderers who sweated and grinded, thieved, robbed, and killed more men and more women than either war, famine or disease. If he withheld food and the good conditions of life from men and women, he was a murderer in the sight of God. Those who gave them tickets for pea soup with the one hand, and took pounds out of their pockets with the other, would inevitably experience the scourges of hell, and not the poor, helpless, ignorant victims. (Cheers.)

The resolution was then put, and unanimously carried.

A vote of thanks to the various speakers and the chairman brought the proceedings to a close.

**ALLEGED OVERLOADING.**—At the Birkenhead police Court, before Mr. Preston, on Feb. 4, Captain Johnson, master of the *Sir Galahad* (s.), was summoned, at the instance of the Board of Trade, for overloading. Mr. Paxton appeared to prosecute, and Mr. Birkett defended. Mr. Paxton stated that on Nov. 22 a Board of Trade surveyor visited the vessel in Garston Dock and carefully took the draught. He found she was drawing 15 ft. 8½ in. forward and 17 ft. 6 in. aft, giving a mean draught of 16 ft. 7½ in. The vessel had a slight list to starboard, and on that side the centre line of the disc was submerged, but it was out of the water on the port side. If the vessel had been on an even keel the centre of the disc would have been two inches out of the water. Now, of course, a vessel coming from Huelva, Spain, to Garston, burned coal on the voyage, and she would be deeper at Huelva than at Garston. She must have burned 84 tons of coal, and at the rate of an inch for 12 tons, the inference was that the centre of the disc must have been immersed five inches at Huelva, which was a very serious thing. The real conflict of evidence would take place as to the proportion of fresh water in the dock at Garston. Mr. Birkett, for the defence, contended that the five inches were accounted for by the difference in the consumption of coal between what was actually used and what the prosecution thought they ought to have used, and by the presence of fresh water in the Garston Dock. Mr. Preston said it would be very unsafe in this matter to convict the defendant. He dismissed the case, but refused to allow costs for the defendant.

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BLYTH.—Jamse Heatley, 9, Market-street. Meeting, Wednesday evening, 7 o'clock, at Mr. Thompson's Cocoa Rooms, Waterloo, Blyth.

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CARDIFF.—John Gardner, Sailors' Union Institute, West Bute-street, secretary; Dr. De Vere Hunt, Westbourne-crescent, Canton, medical officer; Joseph Henry Jones, Esq., St. Mary-street, solicitor.

CORK.—Michael Austin, 6, Patrick-street.

DUBLIN.—John Dench, 87, Marlboro'-street, Meeting, Friday evening, 7.30 p.m., at 87, Marlboro'-street.

DUNDEE.—H. McKendrick, Mariners' Hall, 48, Candle-lane.

FLEETWOOD.—J. Donovan, Sailors' and Firemen's Union, 11, Church-street, secretary; F. Addie, Esq., solicitor. Meeting, Friday evening, 7 p.m.

GLASGOW.—J. D. Boyd, 13, James Watt-street, secretary; Mr. J. McQuillan, president; R. A. Rennie, Esq., 144, West Regent-street, law agent. Meeting, Thursday evening, 7.30 p.m., at 102, Maxwell-street.

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GREAT YARMOUTH.—J. McDade, 7, Friars-lane.

GREENOCK.—E. Donnelly, 16, East India Breast.

GRANGEMOUTH.—Chas. C. Byrne, Masonic Hall, Grange-street, secretary; Wm. M. Anderson, Esq., Grange-street, solicitor. Meeting, Tuesday evening, 7.30 p.m., in Masonic Hall.

HULL.—Jas. Hill, Unity Hall, Prince-street, Dagger-lane, secretary; Mr. John Hussey, outside delegate; R. W. E. Whitehead, Esq., Bowlalley-lane, solicitor. Meeting, Friday evening, 7.30.

KING'S LYNN.—Wm. Bennett, 14, South-street. Meeting, Friday evening, 8 p.m.

LEITH.—R. Smith, Trafalgar Hall, 54, Bernard-street. Meeting, Thursday evening, 7.30.

LIVERPOOL (South End).—Wm. Nicholson, Malakoff Hall, Cleveland-square. Meeting, Monday evening, 7.30, in Malakoff Hall.

LIVERPOOL.—(North End).—T. Connerty, 116, Derby-road, secretary; Dr. Leet, Derby-road, Bootle, medical officer; —Tetlow, Esq., solicitor.

LONDON (Tidal Basin).—G. Pirrett, opposite Shipping Office, Tidal Basin, E. Meeting, Friday evening, 8 o'clock.

LONDON (Tower Hill).—J. Wildgoose, secretary, 3, Mint-pavement.

LONDON (Green's Home Branch).—T. H. Clark, 5, Jeremiah-street, East India-road, E.

LONDONDERY.—A. O'Hea, 27, William-street.

MARYPORT.—J. Smith, The Coffee Tavern, Irish-street, secretary, resides on the premises, where he can be seen at any time. Meeting, Monday evening 7 p.m.

MONTROSE.—John Wood, 14, Wharf-street. Meeting, Monday evening, 7.30, at office.

MIDDLESBRO'.—George Cathey, Robinson's Market Hotel, Market-place.

NEWCASTLE-ON-TYNE.—John Mansell, 5, Broad Chare, Quay-side; H. W. Newton, Esq., 2, Elliason-place, medical officer; R. Jacks, Esq., King-street, South Shields, solicitor; Meetings, Mondays and Fridays, at Lockhart's Cocoa Rooms, Side, 7 p.m.

NEWPORT (Mon.).—F. Gilman, 31, Ruperra-street.

PENARTH.—J. Harrison, 4, Station-terrace, Cogan, secretary; J. H. Jones, Esq., St. Mary-street, Cardiff, solicitor. Meeting, Thursday evening, 7.30 p.m., at Station Hotel, Cogan, near Penarth Dock and Cogan Railway Stations.

PLYMOUTH.—E. R. Thackwell, National Sailors' and Firemen's Union Office, Woolster-street, near Shipping Office. Meetings, Friday evening, 7 p.m. at the office.

PORT GLASGOW.—E. Donnelly, 16, East India Breast, Greenock.

SEAHAM HARBOUR.—Richard Raine, Duke of Wellington Hotel, Railway-street, South.

SHIELDS (South).—D. Clement, Seamen's National Union Hall, Coronation-street, secretary; G. Cowie, assistant secretary; Dr. Robson, medical officer, 1, Regent-street; solicitor, R. Jacks, Esq., King-street. Meeting nights, Monday and Friday, at 7 p.m.

SHIELDS (North).—George Stewart, 8, New Quay, secretary; Dr. Robson, medical officer; R. Jacks, Esq., solicitor. Meeting, Monday, 6.30 p.m.

SOUTHAMPTON.—J. F. Nash, High-street Chambers, 80, High-street, secretary; J. Hallett, Esq., 20, Portland-street, solicitor; Lieut. Tankerville Chamberlayne, R.N.R., Weston-grove, president. Meeting, Tuesday evening, 7 p.m.

SUNDERLAND.—W. Lonsdale, Prospect-row, near Shipping Office. Meeting, Monday evening, 7 o'clock, at 174, High-street East. Solicitor, T. Watson Brown, Esq., B.A., LL.D., 57, Villiers-street.

SWANSEA.—R. Thomas, Colosseum Hotel, Wind-st. WEST HARTLEPOOL.—J. Leahy, Russell's Buildings. Meeting, Friday evening, at 7 p.m., at office.

WHITEHAVEN. } John Smith, Maryport.

WORKINGTON. }  
WALLSEND.—Septimus Johnson, 17, Third-street, Palmer's Buildings.

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Offices of this Union have been opened at the following ports, where all information may be obtained of the representatives named below:—

BLYTH.—Mr. HEATLEY, 9, Market-street.

BRISTOL.—Capt. LANGDON, Pilots' Association, 69, Queen-square.

BURNTISLAND.—Mr. MOODY, 12, Somerville-st.

CARDIFF.—Mr. GARDINER, Seamen's Institute, West Bute-street.

DUNDEE.—Mr. MCKENDRICK, Mariners' Hall, 48, Candle-lane.

GLASGOW.—Mr. DABBY, 13, James Watt-street.

GOOLE.—Mr. CHAPPELL, 28, Boothferry-road.

GREAT GRIMSBY.—Mr. YOUNG, 33A, Cleethorpe-road.

LEITH.—Capt. TOSH, 34, Barnard-street.

LONDON.—Mr. CLARKE, 9, Jeremiah-street, East India-road; or, Mr. PIRRETT, Seamen's Union, opposite Shipping Office, Tidal Basin.

NEWCASTLE.—Mr. MANSELL, 5, Broad Chare, Quay Side.

SOUTHAMPTON.—Capt. NASH, 80, High-street.

SUNDERLAND.—Capt. GEORGE LEE, Albion Hotel, Woodbine-street.

WEST HARTLEPOOL.—Mr. LEAHY, Seamen's Union, Russell's Buildings.

SOUTH SHIELDS.—Capt. GEO. T. LUCCOCK, (Head Office) 33, Market-place.

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Will find all their requirements at:—

"LIVERPOOL HOUSE,"

96 & 97, COMMERCIAL ROAD.

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SYSTEM OF BUSINESS.—All goods marked plainly at the lowest cash price. One price, no abatement. Goods not approved of exchanged or money returned. We allow no commission to runners, and are therefore able to sell at 30 to 40 per cent. lower than other shops who employ these men.

NOTE ADDRESS

THE LIVERPOOL HOUSE.

96 & 97, COMMERCIAL ROAD, NEWPORT.

N.B.—Wholesale Department for Slop Chests. Price List on application

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W. J. PIKE,

HOTWELL ROAD, BRISTOL,

Honorary Member Seamen's Union.

ADVANCE AND HALF-PAY NOTES cashed very lowest terms; purchases at the time entirely optional.

Foreign Money Exchanged. No Commission to Runners.



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## BEDDING AND MANUFACTURER,

70, 72, & 74, Rathbone Street,  
CANNING TOWN, LONDON, E.

Houses Furnished from 10  
to 100 Guineas.

ALL GOODS WARRANTED.

## SPECIALITIES IN SEAMEN'S BEDDING.

PURE WOOL BEDS,  
4/6, 5/6, 6/6, 7/6 each.

BUSH RUGS & COLOURED BLANKETS  
sent free to any part of the Kingdom on receipt of  
P.O. Order. Prices, 3/9, 4/9, 5/9, 6/9.

## FEATHER BED,

BOLSTER AND TWO PILLOWS,  
In Linen Tick, 56lb., warranted good and free from  
dust, cart carriage free on receipt of Post Office  
Order for

£2 10s.

R. WHITE,  
70, 72, & 74, Rathbone Street,  
CANNING TOWN, LONDON, E.

Reliable Clothing. Reliable Clothing

JOTHAM & SONS,  
26 & 27, St. MARY ST.,  
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Are Manufacturers of

## "RELIABLE" CLOTHING

At the lowest possible cost to purchaser.

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THE MOST COMMODIOUS PREMISES IN SOUTH

WALES AND THE WEST OF ENGLAND.

All Serge and Dungaree Goods manufactured by  
the Firm's own workmen.

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BESPOKE TAILORS, HATTERS, HOSIERS,  
AND GENERAL OUTFITTERS,  
26 & 27, St. Mary Street, Cardiff.  
ESTABLISHED 1838 (51 years).

MASTERS & CO.,  
THE  
CARDIFF, SWANSEA, AND  
NEWPORT CLOTHIERS.

Seafaring men will do well to buy their clothing at  
Masters & Co., who believe in fair dealing, one fixed  
price and no abatement; also, being the largest buyers  
of Clothing in the Principality, can sell cheaper than  
smaller buyers.

MASTERS AND CO.,  
29 & 30, ST. MARY STREET,  
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MASTERS AND CO.,  
18 & 19, CASTLE STREET, SWANSEA.

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39 & 40, HIGH STREET, NEWPORT.

## SAFE ANCHORAGE. WHERE TO BOARD.

### UNION BOARDING-HOUSES.

BARRY.—Mrs. G. Gawler, 100, Queen-street.

CARDIFF.—Seamen's Institute, West Butte-street.

GLASGOW.—John McInnes, 12, Anderston Quay.

" James Bracken, 182, Broomielaw.

NORTH SHIELDS.—Mrs. M. Jones, 31, Duke-  
street.

SOUTH SHIELDS.—Sailors' and Firemen's Union  
Boarding-house, 81, East Holborn.

SUNDERLAND.—Wilson's Temperance Hotel,  
174, High-street East.

## NOTICE.

UNION SAILORS and FIRE-  
MEN are requested NOT to  
come to GRANGEMOUTH  
for the CARRON CO.'s Ves-  
sels, and to refuse to ship  
in them until the present  
DISPUTE is settled.

CHAS. C. BYRNE,

Branch Secretary.

Grangemouth, Jan. 20, 1890.

## NOTICE.

The following Resolution has been  
passed by the Liverpool Branches:—  
"That those Members who went  
scabbing during the late Strike, and  
who do not come back at the present  
penalty of £1 and arrears of contribu-  
tions, shall, on and after Feb. 8, 1890,  
be subject to the full penalty allowed  
by rule—namely, £3."

T. CONNORTY, Secretary,  
Bootle Branch.

## NATIONAL AMALGAMATED SAILORS' AND FIREMEN'S UNION.

### NOTICE TO SECRETARIES.

Secretaries requiring to insert Ad-  
vertisements in "SEAFARING" are  
hereby informed that arrangements  
have been made which entitle the  
above Union to three columns of the  
advertising space of "SEAFARING"  
every week. Such Advertisements  
must be confined to Union business  
alone, and will be inserted in the  
order in which they arrive. Any  
Branch requiring an advertisement  
inserted after the three columns let to  
the Union have been filled, must pay  
for it at the usual rates.

## NOTICE.

The Editor of "SEAFARING"  
regrets that he has not the time to  
answer any of the numbers of letters  
he receives as to missing friends, and  
the movements of ships, neither can  
he undertake to give correspondents  
advice by letter. The sending of  
stamped envelopes for replies will  
make no difference.

## TO SHIPOWNERS.

Shipowners requiring Masters or  
Mates can depend upon being sup-  
plied at once with thoroughly  
Competent, Steady, and Trust-  
worthy Captains and Officers by  
communicating with Capt. Luccock,  
33, Market Place, South Shields,  
where a Register of Unemployed  
Masters and Mates is kept, free of  
charge.

## TO UNION MEN.

Union men engaging by the run to  
Cardiff, Barry, or Penarth, either steam  
or sail, are requested to see the word  
"Dock" is left out of such engagements,  
and to agree only to bring the vessel to  
either the Port of Cardiff, Barry, or  
Penarth. They are further requested to  
give up all vessels (when practicable) in  
the Basins to the resident Union riggers,  
Cardiff, Barry, and Penarth, having been  
proclaimed Union ports.

(Signed) J. HARRISON,

Branch Secretary,

Cogan, Feb. 4, 1890.

N.A.S. & F.U.

## NOTICE.

Seamen would do well to take careful  
note of the sums deducted from their wages  
for postage in foreign ports. Nearly all the  
letters received at the office of SEAFARING  
from seamen abroad are insufficiently  
stamped. The envelopes containing these  
letters will in future be preserved, so that  
seamen may compare the postage actually  
paid by the captain with the postage he has  
deducted from their wages.

## Seafaring.

SATURDAY, FEBRUARY 8, 1890.

As will be seen from our report on an-  
other page, the South Shields magistrates  
last Monday committed A. R. Abbott to  
take his trial at the next Assizes for pub-  
lishing "a certain defamatory libel" on the  
editor of SEAFARING on Dec. 27 last. The  
magistrates who thus decided last Monday  
were exactly the same magistrates who on  
the preceding Monday dismissed the charge  
of publishing the same libel on Dec. 19.  
As the counsel for the prosecution pointed  
out, each separate publication of the same  
libel is a separate crime; therefore the con-  
tention of the counsel for the defence that  
the case had already been decided was vain,  
and the Bench ordered the case to proceed.  
When Abbott's counsel asserted that the  
magistrates had the week before decided  
that the words complained of did not con-  
stitute a libel he was promptly stopped by  
Dr. Legat, the chairman, who reminded  
him that they had said no such thing. It  
may therefore be assumed that the reason  
for dismissing the case the week before was  
not that the Bench did not consider that  
the matter complained of was not libellous,  
but that the evidence of its publication by  
Abbott was not then sufficient. The wit-  
ness who on the first occasion deposed to  
Abbott handing him a copy of the pamphlet  
on Dec. 19, happened to have been a  
witness at Sunderland in a prosecution  
brought by Mr. J. H. Wilson for libel on

him contained in the same pamphlet, on which occasion the witness was contradicted by several others. Abbott's counsel therefore contended that he was a discredited witness, and that as the Sunderland Bench had not believed him, the Shields Bench ought not to believe him. But no such plea could be raised in the case of Connelly, who last Monday deposed to receiving one of the pamphlets from Abbott on Dec. 27, and his evidence was strengthened by that of another witness. The evidence of the publication was, therefore, stronger last Monday than on the Monday before, and that appears to have been the reason why the same magistrates sent the case for trial. In two other respects the proceedings of last Monday differed from those of the Monday before. On the first occasion the defendant had the assistance of counsel, while the prosecutor had not. On the second occasion Mr. Cowie had counsel as well as Abbott, and Mr. Cowie's counsel was allowed to point out what constituted libel, and explain the law on the subject more fully than was permitted to Mr. Brown, his solicitor. On the first occasion Abbott's counsel was allowed to waste the time of the Court by importing a mass of irrelevant matter into the case, and to ask Mr. Cowie a number of questions which had nothing to do with the matter. On the second occasion no such opportunity was given him. Of course, he contended that the libel was not a libel, and that it had not been proved that Abbott published it. But when he argued that the Mr. Cowie prosecuting was not proved to be the Mr. Cowie referred to in the pamphlet, it was hard to refrain from smiling—especially as Mr. Cowie had sworn the week before that he was the Mr. Cowie referred to. Nevertheless the magistrates, as we have said, sent the case for trial. Abbott will therefore have the opportunity to prove, if he can, that Mr. Cowie is a forger, a perjurer, a traitor, a perverter of truth and justice, and all that he is called in the pamphlet. If Abbott cannot prove these things, of course he must put up with the consequence, and it is because we know that neither he nor anyone else can prove them, that we rejoice in the prospect of bringing these charges to trial. Abbott, as our readers may be aware, also stands committed for trial in respect of the charges made against Mr. J. H. Wilson in the same pamphlet. There are, we understand, one or two other persons committed for trial at the instance of Mr. Wilson for the publication of the pamphlet, which thus seems likely to occupy a considerable amount of time and attention.

"THE ADVERTISER'S ABC."—Mr. T. B. Browne, the well-known advertising agent, of 163, Queen Victoria-street, London, E.C., has sent us a copy of 1890 edition of this most useful volume, which has just been published. The work, which comprises 1,050 pages, contains a complete record of the British, Colonial, and Indian newspaper and periodical press as it at present exists, with elaborate scales of advertising charges, and a mass of other particulars of special value to advertisers and the newspaper world generally. Over 200 pages of new matter have been added, and every section of the book has been brought down to the latest date. The several articles on "The Year's Changes," "Public Company Work," and "Picture Advertisements," may be instanced as conveying, in a concise form, a great amount of valuable information. The book is handsomely bound in red with gold lettering, and well printed on excellent paper, and is altogether most creditable to all concerned in its production. The only mis-take we notice in it is that SEAFARING is referred to as having been started in 1889, while, as a matter of fact, SEAFARING was started in 1888.

## NAUTICAL NEWS.

SCOTTISH and East Coast shipbuilders are complaining of want of new orders.

THE Southampton Harbour Board has determined to construct a new pier at that port. Mr. JAMIESON, the owner of the famous yacht *Irex*, is having a yacht built at Southampton to bear away the palm from American yachts.

SAN FRANCISCO advices just to hand state the second steward of the British ship *Glencaird*, named James Bold, is dead of consumption.

LLOYD'S agent at Malta telegraphs under date Feb. 4, 11.50 a.m.: Arrivals from Persian Gulf not permitted to communicate, except to obtain coals and provisions.

It is stated that Messrs H. J. Edwards & Son, of North and South Shields, are contemplating the construction of a dry dock and engine and boiler works at Blyth.

DURING the recent hurricane the steamer *Jersey City*, from Bristol, at New York lost her boatswain, her carpenter, and a seaman. Two others of the crew were injured.

A LEITH pilot was landed from a vessel at Dover, and reported that off Galloper Lightship he saw a large quantity of wreckage, including a boat, two seamen's boxes, and spars.

THE new torpedo boat ordered for the United States Government recently made her trial trip, when she accomplished the contract speed of 22 knots an hour at half steam.

THE crew of the United States cruiser *Baltimore* is composed of picked sailors from different vessels of the navy, many of them being survivors of the *Trenton*, which was lost at Samoa.

INTELLIGENCE from San Francisco states that Mr. Fuhrmann, purser of the steamer *Oceanic*, committed suicide. The poor fellow became demented on hearing of his wife's death.

THE Canadian Government is considering a proposal to construct a canal to admit Atlantic steamers into Lake Superior. The cost of such a work, it is estimated, would be £14,000,000.

As showing the improvement which has been effected in the dredging of the River Yarra (Vic.), it may be mentioned that a large steamer, drawing 21 ft. 8 in. of water, has been taken up the river with comparative ease.

BARON NORDENSKJOLD has announced in the Swedish Academy of Sciences, that he and Baron Oscar Dickson, with assistance from the Australian Colonies, will start on an expedition in the South Polar regions next year.

THE death is announced of Mrs. Bambridge-Hays, the last daughter of the Commodore Bambridge, who, in November, 1812, in the American frigate *Constitution*, 1,533 tons, met the British frigate *Java*, 1,073 tons, and, after a long action, took her.

THE Dundee Harbour Board has resolved not to accept the bequest of the late Mr. John Mills, Dundee, who had left £500 to provide and maintain a lifeboat in the Tay. The bequest was declined because of the conditions with which it was hampered.

SIR CHARLES TENNANT, one of the candidates for the Partick Division of Glasgow, has been waited upon by a deputation, asking him to support the Compulsory Load Line Bill. Sir Charles replies that he must see the measure before he pledges himself.

BY command of the Queen the officers and men of the Coastguard and the members of the Royal Artillery who took part in saving the lives of twenty-six of the crew of the *Irex*, wrecked near the Needles, on the 25th ult., went to Osborne, and were received by her Majesty.

A SAILING vessel which has been recently sold to a firm in London will be registered in Norway. This is said to be the sixteenth vessel owned by the same party and registered in Norway, which is done in order that the vessels may not be hampered with the restrictions of the Board of Trade.

CAPTAIN BUCK, of the tug *Dunrobin*, towed into Cardiff three steel barges belonging to the Government, which were being taken from Chepstow to Portland. Three members of the crew of the barges were washed overboard, and the mate of the *Dunrobin* (Alfred Morgan) was badly crushed.

THE labourers at the docks and river wharves at Newport (Mon.), to the number of 500, came out on strike Feb. 5. They demand to be paid for loading and discharging cargoes at the same rates as at Cardiff, which are higher than those paid at Newport. The business of the port is almost entirely suspended.

INTIMATION is made that the Secretary for Scotland has given the necessary permission to the Scottish Fishery Board for beam or other trawling within three miles of low water mark on any part of the Coast of Scotland for the purpose of continuing "experiments and observations" or "other scientific purposes" of the Board.

## SAILORS' AND FIREMEN'S UNION.

### LONDON BRANCHES.

At the weekly meeting of Tidal Basin Branch, Jan. 31, Mr. Starr, president, in the chair, after the new members were enrolled and the minutes confirmed, a letter was read from the second engineer of the s.s. *Tainui*, complaining of two members of this Branch who failed to join that ship after signing. A letter was also read from the Samuel Plimsoll Lodge of the O. G. O. T. A. S. P., thanking the members of this Branch for their attendance at the funeral of the late Mrs. Pascock on Sunday, Jan. 26. A letter addressed to Mr. Walsh by the editor of SEAFARING with reference to the vote of censure, does not appear to have been read. The letter was to the effect that Mr. Cowie was not responsible for any votes of censure passed by Branches, and that he regretted such votes should be sent to him for publication. A letter was read from the secretary of the Gas Workers' Union, complaining of Ambrose Smith, 4, Marsh-lane, East Greenwich, a member of this Branch, who went in "blacklegging" in the East Greenwich Gas Works. It was proposed by Mr. Summers, and seconded by Mr. Lowe, that he be summoned to our next meeting on Friday night to answer this serious charge. The captain of the s.s. *Florida* attended the meeting to see if there was any of his last crew present, as he had been given a present from his owners to give to the men for saving a shipwrecked crew. The election of the delegates for the London Trades Council was next gone into. Result as follows:—Mr. T. M. Walsh 83, Mr. Starr 80, Mr. Pirrett 71, Mr. Garvie 35, Mr. Price 31, Mr. McGrath 21, Mr. Harris 19, Mr. Mitchell 16, Mr. Leask 16, Mr. Brogan 11. Messrs. Walsh, Starr, Pirrett, and Garvie, were declared duly elected, and responded each in turn. The meeting then closed with a hearty vote of thanks to the chairman.

The ordinary weekly meeting of Green's Home Branch was held in the Cambrian Hotel, East India-road, Jan. 30, Mr. George Fysh in the chair. The new members were admitted on the motion of Mr. Curtis seconded by Mr. Brown, with the exception of John Ramsay, in regard to whose genuineness doubts were expressed. Mr. J. H. Wilson, the general secretary, who was present, pointed out the necessity of the members of the Union being on their guard as to who was admitted as members. Men, he said, were scheming to get into the Union for no other purpose than to attempt to break it up. It was the duty of the members, therefore, to see that no man was admitted unless he was a genuine seaman. (Cheers.) On the proposition of Messrs. Curtis and Symes the adoption of the minutes of the previous meeting was agreed to unanimously. The secretary read a minute of a recent joint committee meeting of the London district with regard to the scale of wages. This minute was adopted on the motion of Mr. Hughes, seconded by Mr. Keneally. A complaint was lodged against a member who had got his advance note cashed by a working man and failed to proceed with his ship. The secretary was instructed to investigate the matter, and to find out the whereabouts of the delinquent. Mr. Crawley, one of the Executive Council, and a member of the Tower Hill Branch, with the permission of the chairman, made a few remarks. He came there, he said, to make a complaint against a member of the Green's Home Branch. He regretted that the general secretary had been insulted at a meeting of the Tower Hill Branch, on the previous Tuesday evening, when he came there to make certain important explanations. "I am boycotted," continued the old man, "at Tower Hill because I stand up for right, and because I am a man. (Hear, hear, and Bravo.) To-night as I was coming here I was waylaid and assaulted; I was struck in the mouth by a member of your Branch, Frederick Alison, in presence of Messrs. Burchell and Terry. (Cries of shame, shame.) I told Alison that he was a coward to hit an old man, but I recollect the time when he dared not have done so." (A voice: Bravo old man.) Mr. Hughes moved and Mr. Evans seconded, that Frederick Alison and Daniel Keith, another member who had misconducted himself at the Tower Hill Branch meeting, and interrupted the general secretary while speaking, be summoned to the next meeting. The secretary (Mr. T. H. Clark), declared that these men were not entitled to the least consideration. Mr. Curtis and Mr. Peterson proposed as an amendment, that Alison and Keith should be expelled at once. The resolution, however, was carried by a majority. The meeting adjourned after three cheers for our general secretary, and Samuel Plimsoll, our grand old man. The general secretary proceeded to King's Cross, and left by the 8.30 train for Sunderland.



## LIVERPOOL BRANCHES.

At the meeting Feb. 3rd of the South End Branch, Mr. J. Mulroy in the chair, and Mr. G. Fearon in the vice-chair, the secretary read a letter from a member of Tidal Basin Branch, named J. Grierson, who has been in the Southern Hospital several weeks with a broken leg, he being one of the crew of the s.s. *City of Venice*, and while on her passage home had some rough weather, and rolling very heavily a coal-bin got adrift and jammed him up against the rail and broke his leg. From there he communicated with the Liverpool Branch, asking what could be done in his case; his wife also came to the Branch to ascertain if he could recover compensation. We then had an interview with Mr. Tetlow, solicitor to the Union for the district, but after he had considered the circumstances of the case he told us that it did not come under the Employers' Liability Act, and it was optional with the employers whether they allowed anything or not; but the man wrote to the Branch on Feb. 1 asking that a loan of ten shillings be granted to his wife and family, as they were very much straitened through his accident. He stated that he was not signed clear of the ship, and that he had two and a half months' pay due to him. After the explanation, Mr. C. Lind moved that the secretary write to the Tidal Basin Branch, asking if they would be willing to refund any money which might be granted; seconded by Mr. Bingham. It was moved as an amendment by Mr. W. H. Noble, that someone go to the agents and ascertain whether the man is still on the ship's articles or not, and if so, to take the necessary steps to assist his wife and family; seconded by Mr. Brown, and on being put to the meeting the amendment was carried. It was then moved by Mr. W. H. Noble that the assistant, J. Huxley, become an honorary member, and that he be allowed two weeks to pay the fees; this being seconded by Mr. J. Hughes, and carried. After other business had been gone through the meeting adjourned.

## BIRKENHEAD BRANCH.

At the usual weekly meeting of this Branch, held on Jan. 29, the minutes of the previous meeting being read and adopted, the correspondence and weekly financial statement was next read and accepted as satisfactory. The case of eight men, five sailors and three firemen, who came from Glasgow to Birkenhead by the run with the s.s. *Wakefield*, was next taken into consideration. They landed here from Glasgow on Monday, Jan. 27, about 2.30 p.m., and after the ship being made fast, and everything done to the satisfaction of officers and engineers, the men, to their great surprise, were told that Captain Sheldreck had gone ashore, and that he would not be on board until 10 or 11 o'clock next morning, but he had left 10s. for each man of the crew as part payment, so that they might provide for themselves for the night, and come and settle with him next day. However, before taking the money, the whole of the crew made their way to the Union office about 7 p.m., and stated their complaint to Mr. Shepherd, Branch secretary, who thereupon went to the ship with the men. On arriving at the ship they met the chief officer going on shore, and he told them that the captain had gone away and would not be back to the ship before 10 or 11 o'clock next morning. The chief officer, however, offered the men such shelter on board ship as the fore-castle would afford, without either bed or bed-clothes. This the men refused to accept, preferring to take the 10s. each and find lodgings on shore. Accordingly, next morning at 10.30, Mr. Shepherd accompanied the men to the ship, where the captain was waiting in his cabin with the magnificent sum of £4, prepared to pay two men, but the remaining six would have to go to Liverpool with him for their money. On a demand being made for a day's pay for detention the captain refused to pay. The men thereupon refused to accept their money on any other conditions, placing the case in the meantime in the hands of Mr. Tetlow, solicitor for the Mersey district of the Union, who forthwith took proceedings against the captain for the claim the men had made. On this statement being placed before the meeting it was unanimously agreed upon to support the men till the case be tried. There being no other business of any note the meeting adjourned at 9.50 p.m.

## GLASGOW BRANCH.

The meeting held in Typographical Hall, 102, Maxwell-street, Mr. J. McQuillan in the chair, Jan. 30, was largely attended. The minutes and financial statement were submitted and duly adopted. A complaint was lodged by Mr. J. Frater against Mr. A. Campbell, our late solicitor, for retaining £3 of the money the member got decree for from the Sheriff Small Debt Court. After a deal

of discussion it was proposed by Mr. J. Wilson, seconded by Mr. McKernan, that the Branch refund to Mr. J. Frater the money retained by Mr. A. Campbell. As an amendment, it was proposed by Mr. J. Bryson, seconded by Mr. Scott, that Mr. A. Campbell refund the money. Voting for the amendment 37. The motion carried by a large majority. A complaint was lodged against Mr. A. Currie, who, although a member of our Branch, is also a member of the Local Riggers' Society, the said member divulging our business at the Riggers' meeting. It was proposed by Mr. Farquharson, and seconded by Mr. Brown, that he be fined 10s. As an amendment, Mr. Darby moved, seconded by Mr. McGregor, that he be summoned to attend our next meeting to give an explanation before being dealt with. The amendment was carried by a large majority, only six voting for the motion. A discussion then arose on ships going by the run from here. Mr. McDonald proposed, and Mr. Wright seconded, that all ships and steamers going by the run, be manned with nothing but Union men; this was carried unanimously. The case of admitting John Anderson, the scab boarding house master, into our ranks, being discussed at great length, it was proposed by Mr. Darby, seconded by Mr. Wright, that the minutes passed at a former meeting be adhered to (viz., not to allow John Anderson or any of the boarders to join our Union), with the except that on great pressure, and if eligible, his boarders be allowed to join. This also was carried unanimously. Owing to Mr. Darby's resignation, he being one of our representatives at the Trades Council, it became necessary to elect another to fulfil that office, therefore nominations were at once taken, and were as follows:—Mr. W. Ruthven, proposed by Mr. J. Wilson, seconded by Mr. Campbell; Mr. Farquharson, proposed by Mr. Smith, seconded by Mr. Jones; Mr. C. Wright, proposed by Mr. McDonald, seconded by Mr. Darby; Mr. R. Lawlar, proposed by Mr. McGregor, seconded by Mr. Bryson. Voting being—Lawlar 1, Wright 78, Ruthven 2, Farquharson 3. Mr. C. Wright was then declared legally elected to be the other representative along with our secretary at the Trades Council. The secretary then spoke on the shore working question, allowing the members present to decide whether it would or would not be advisable to make a stand for an increase on Monday, Feb. 3, 1890. Mr. Brown proposed, and it was seconded by Mr. Farquharson, that the ship-owners be again notified of the fact that the scale of wages on the circular issued to them some time ago, will be required to come into force, otherwise all Union men working on ships in harbour will turn out on their own responsibility, on Monday, Feb. 3, 1890; carried unanimously. The secretary, after notifying the members that Mr. Darby had resigned, it was proposed by Mr. J. Scott, seconded by Mr. C. Wright, that (as it was the only way in their power at present to recognise his past services) three hearty cheers be given him, which was accordingly done very lustily. The meeting afterwards closed in good order.

## CARDIFF BRANCH.

At the usual weekly meeting held at the Wyndham Arcade Hotel, Feb. 3, Mr. Chubbs presided. Owing to the non-attendance of the vice-president it was deemed necessary to elect another for the evening. It was proposed by Mr. Marshall, and seconded by Mr. Yarwood, that Mr. Johnson take the vice-chair; carried. The minutes of last meeting were read and confirmed, being proposed by Mr. Atkins and seconded by Mr. Brooks. The weekly statement was also read, giving the income and expenditure of the week. The income for the week amounted to £105, the largest since the opening of the Branch. The number of new members for the week was large, 82 having enrolled, which shows the great success being made by the Sailors' and Firemen's Union in the Port of Cardiff. It was proposed by Mr. Neagle, and seconded by Mr. Atkins, that same be accepted as correct, which was carried unanimously. The report of the deputation of labourers, who had waited upon the manager of the Wallsend, was also given by Mr. Atkins and Mr. Gardner, who formed part of same. After further discussion on this question, reference was made by Mr. Bastard to the great need of having a delegate at Penarth. Mr. Bastard considered that by not having a delegate there it was a great loop-hole for scabs, and proposed that one of the Cardiff delegates assist Mr. Harrison. The secretary suggested that Mr. Tucker, one of our delegates, should go over for a week or two and see if it would pay. Mr. Harrison said he felt confident that a delegate would pay over there. After further discussion the meeting closed at 10.30 p.m.

## GOOLE BRANCH.

At the meeting held at Boothferry-road on Feb. 4, Mr. W. Field in the chair, the secretary was instructed to write to Tower Hill respecting the s.s.

*Mona*. This ship has stood out here for three firemen twice, and each time got them. When she got to London all hands were paid off, and Union men from Tower Hill have shipped in their places. The secretary said he did not think the men knew they were being shipped in the place of Union men in London, as when he went aboard and spoke to them they all came on shore at once, and refused to take the ship away without three firemen. The owner, who was in Goole at the time, agreed to take the three firemen, and also promised they should not be discharged when she got to London. Of course he, believing him to be a gentleman, took his word for it. When the ship arrived in London, the first thing done was to discharge all hands. Next time she comes to Goole she may not get away quite so easy. Mr. Gledhill, secretary of the Dock Labourers' Union, gave an address to the members, hoping that the dock labourers and the sailors and firemen would work hand in hand together, and when the time came that the Dockers' Union were strong enough, they would discharge no ships manned by "scabs." At the close of Mr. Gledhill's address, Mr. W. J. N. Ward proposed a hearty vote of thanks to him. This was seconded by Mr. W. R. Chappell, who said all the assistance he could give the dockers he would willingly give them. Three cheers were then given for Mr. Gledhill and the Dock Labourers of Goole.

## HULL BRANCH.

At the usual weekly meeting, Feb. 4, an application from the Hull Lightermen's Association was laid before the meeting, and the secretary directed to forward it to the proper authorities. A manifesto has been published by the Dockers' Union that on and after the 15th inst. they refuse to work with non-Unionists. A strike took place this week in Earle's Shipbuilding Yard, through a non-Unionist obtaining employment. The members of his gang, who were members of the National Labour Federation, at once stopped work, the officials on being informed instantly despatched the district secretary to the scene of dispute, and eventually the obnoxious one became an enrolled member, one of the managers paying all dues and demands. A lecture was delivered in the Unity Hall—subject: "Trades' Unionism, its aims and objects." A smoking concert will be held in the same hall on Tuesday, 18th inst. All seamen and firemen are cordially invited.

## PENARTH AND BARRY DOCK BRANCH.

The inaugural meeting of the above Branch was held at the Station Hotel, Cogan (near Penarth Dock and Cogan railway stations). There was a fair attendance, the chair being occupied by Mr. Davies, president of the Cardiff Trades Council, Mr. J. Gardner (district secretary), Mr. Wingfield (secretary Cardiff Riggers' Union), and Mr. Harrison (local secretary), addressed the meeting, after which the following resolution was unanimously carried:—"That this meeting approves of the objects of the National Seamen's Union, and further pledges itself to promote the cause by every legitimate means." After the usual vote of thanks the meeting closed. The meetings of this Branch will be held at the Station Hotel, Cogan, every Thursday evening at 7.30 p.m. in future.—The passenger steamer *Balmoral Castle* arrived at Barry Dock from London manned by a full Union crew with the exception of the chief and second stewards. These non-Unionists held out firmly, but upon the crew resolving to leave unless they enrolled themselves, they accordingly did so. The secretary of this Branch highly commends the donkeyman of this vessel, Walter Wright, and strongly urges all Union men to follow his noble example by rendering their assistance to the Union officials every available opportunity. A fireman belonging to the Tidal Basin Branch, named Rickens, deserted from this vessel at Barry, after defrauding a tradesman with an advance note, and will be severely dealt with by his Branch according to the Union rules. This Branch numbers 295 financial members, including 12 who have joined at the £20 entrance-fee, and 12 who have joined at £10 according to Rule 9 appertaining to foreign seamen. There is every possibility of this being one of the most flourishing Branches of the National Union. The whole district is over nine miles in extent, and it is at present worked by the secretary, Mr. Harrison, but owing to there being a shipping office at each extremity, together with a fair amount of shipping, he is unable to cope with the no small amount of scabs that prevail in the district, till he obtains sanction for further assistance from head-quarters. Arrangements are being made to establish an office at Barry Dock, which will not only be a boon to the secretary but to the members themselves, as they are not only inconvenienced by the inclemency of the weather, but by a section of interlopers who frequent the shipping offices for reasons best known to them.

selves. Another class of individuals who glory in impeding the progress of the Union is also to be found here. These persons, who profess to be thorough Unionists under cover of their contribution card, take a delight in endeavouring to bring ridicule on the Union and its officials. David Mackie belongs to this class, and represents himself as a member of the Sunderland Branch. The same offence was committed at Barry Dock by this man about two months ago, but the secretary took no notice of it. This is his second offence. The riggers, boatmen and hobbler are thoroughly organised at Penarth and Barry Docks. All members coming by the run to either dock are requested to see that the word "dock" is not mentioned in their agreement, and to deliver up all vessels, when practicable, upon entering the basins to members of the Riggers' Union, as both places have been proclaimed Union ports. Secretaries please note. In return they are pledged to render us every assistance, and are fulfilling such pledge to the letter. Runners please note, only to engage for Port of Barry or Port of Penarth. The entrance-fee of this Branch is 10s. at present, to be raised to 12s. 6d. on March 1, 1890. All communications to be addressed, "J. Harrison, 4, Station-terrace, Cogan near Penarth." Telegrams, "Harrison, Cogan, Penarth." Wages, sailors £4 10s.; firemen (maintaining) £4 15s. Canal and Mediterranean; sailors and firemen £5 westward; sailing ships £3 10s. southward, and £4 westward. Shipping brisk.

#### BLYTH BRANCH.

At the weekly meeting of the above Branch, held as usual Jan. 29, there was a large attendance of members, Mr. F. Martin presiding. After the minutes being read and sustained, the agent read the resolution passed by the Executive regarding the raising of the entrance fee, which met with the approval of all present. As there was no other business, the president called upon Mr. Robt. Jacks (solicitor to the South Shields Branch) to address the meeting. On his rising to speak, the members gave him a hearty reception. He proceeded to deal with matters directly affecting the seafaring class. He next alluded to cases of salvage, where the owners very often got the lion's share, and the men were left to whistle for theirs, many of them getting nothing. He then spoke of accounts of wages, and the proper course to pursue when disputes arose concerning them; and concluded a most interesting and instructive address by urging all present to advertise well the N. A. Union in whatever part of the world they might be in, and referred to the men as mean and contemptible who are willing to share in all its benefits, yet do not contribute one farthing towards it. A hearty vote of thanks was awarded Mr. Jacks for his excellent address, and in replying, he stated that it gave him great pleasure to have been, for the first time, at their meeting. He advised them to stick together and strengthen this splendid Union of theirs, which had been formed out of a moving mass of men—men who were here to-day and to-morrow scattered over all parts of the globe, by a man who deserved the thanks of all seafaring men, for it was by his (Mr. J. H. Wilson's) energy and ability, that it had risen to the perfection in which we see it to-day. He further interested his hearers by referring to the case as manner in which many sailors and firemen signed articles, never heeding what was read, or mumbled out to them, but put their name to an agreement, not knowing what that agreement was. He counselled the members present to see that if they had to give 24 hours' notice, the captain should have to do the same. If not, then they should refuse to sign such an unfair agreement.

#### SUNDERLAND BRANCH.

This Branch held their usual weekly meeting on Monday, Feb. 3, at 174, High-street East, Mr. Geo. Dunn in the chair. There was a good attendance of members. The delegate then reported the conduct of R. Bradley, who signed in the s.s. *Parkfield*, and who deserted the ship while she was off in the Roads. It was reported that his behaviour was something ridiculous, and the managing owner would have been justified in having him arrested. A member said that such conduct brought discredit upon the Union, and further said the heaviest penalty that Branch could inflict ought to be imposed upon him. Another said he was an old offender, and that a heavy penalty ought to be put on him. It was then decided that he be fined £3, and that he be allowed three months to pay it in. The conduct of the local society was strongly discussed in allowing their members to sign under wages. Several letters were read from various Branches. The secretary then reported that there had been 18 new members enrolled in the past week. He said they still come, and he had every reason to believe they would still come faster.

#### BURNTISLAND BRANCH.

At a meeting of committee, Feb. 4, it was resolved to write Mr. Wilson, general secretary, about Methil, as it is getting a loading port of great importance in the Firth of Forth, and being sixteen miles from Burntisland, we are of opinion that there ought to be a man placed there to look after the interests of the Union, as we have great complaints from Union men every day, on account of blacklegs flocking to it from all quarters, and it is impossible for our secretary to give it the attendance that it requires. Yet there is not a time he visits it but he captures five or six, and on Jan. 22 captured nine; but as shipping has been so brisk here lately, he cannot be spared, and now that we have formed a Branch of the Dockers' Union in Burntisland to work hand in hand with us, blacklegs will find it impossible to escape here. They have found that out before, but more so now; in fact we have captured 53 since the commencement of this year, and we may safely say, not one of those has come to join of his own accord. Another thing that must be looked into is the great loss of contributions to every Branch in the Union. Men are scarce here at present. Wages, monthly, sailors, £4 10s.; firemen, £4 15s.; weekly, 3s. 8d. We now number 473 members, and plenty more coming into our net. We have just received word from Mr. Cathey, secretary, Middlesbrough, of one of our members who has been shipwrecked, and we have instructed Mr. Mo die, secretary of this Branch, to forward £1 10s., being a legal claim, said member being in full benefit. We also tender our sincere thanks to the secretary and members of the committee of Middlesbrough Branch for seeing one of our members righted.

#### BRISTOL BRANCH.

The Union booms merrily along in this port with all plain sail set at the rate of 20 knots an hour. Another dispute has arisen with the Bristol Steam Navigation Company on the wages question, this time between the above employ and their officers and engineers. Since the sailors and firemen joined the National Union, the officers have fretted under the indignity of having to sail on less pay than the quartermasters were getting. Tired of pleading for an advance, they, on Monday, joined the Union of Shipmasters and Officers, and formulated their claims. The engineers, too, appealed to the manager, Mr. Langland, for an advance, and that gentleman said he would see them d—d first. The engineers then tendered the 24 hours' notice necessary to terminate engagements, and appealed to the Branch to support their claims. This support was readily given, and the secretary was instructed by the committee to communicate with the company, informing them "That if you do not come to terms with your officers and engineers, we shall be obliged to call upon the men to tender the necessary 24 hours' to terminate engagements." This letter has had, apparently, some effect, for on Tuesday the engineers of the company were sent for by Mr. Langland, and informed that their claims were assented to, both as to wages, and a mess-room had on each ship. With regard to the deck officers, Mr. Langland threatens to send to London for seventeen certificated officers to take the place of the Bristol men who have joined the Union; but the sailors and firemen are firm in their determination to stand by the officers, and if scab officers are found, they will have to sail the vessels without crews.

At the weekly meeting of the Bristol Branch of the Sailors' and Firemen's Union at the Ship, Redcliff Hill, under the presidency of Mr. James Stanley, deputations of the Shipmasters' and Certificated Officers' Union, introduced by the district secretary (Captain Langdon), and of the Amalgamated Society of Engineers, introduced by the district president (Mr. Grimsby), attended with reference to a dispute that had arisen between the Bristol Steam Navigation Company and their engineers and officers as to the equalisation of the rates of wages of engineers and ships' officers, so as to approximate them to those paid in other ports. Addresses were delivered by several of the officers and engineers, and it was stated that while in port mates, second mates, and second engineers were receiving less pay than were the sailors and firemen employed by the company. The speakers stated that the officers had determined that they would identify themselves with Trades Union principles, so that they might obtain a relative rate of wages according to their position, and with this object in view they had joined the Union of Certificated Officers. The chairman then moved the following resolution:—"That this meeting of National Union seamen pledges itself to support the officers and engineers in the employ of the Bristol Steam Navigation Company in their efforts to secure a proper and relative scale of wages and honourable conditions of labour, and that if necessary the Branch will call

out all the seamen and firemen in the company's employ in support of their demands." This was seconded by Mr. Nash, and unanimously carried. Mr. Dancy, secretary of the Bristol Trades Council, also attended the meeting, and made an appeal for assistance towards conducting the defence of the bakers who had been committed for trial on charges of conspiracy. He pointed out that though it was the bakers' turn to-day, it might be that of the sailors and firemen to-morrow, and he urged them, as Trades Unionists, to stand by their principles. It was unanimously resolved that £25 from the Local Branch Management Fund should be presented to the Trades Council to be employed in the defence of the bakers.

#### ABERDEEN BRANCH.

The usual weekly meeting of this Branch was held on Feb. 3, in the offices, 49, Marischal-street, Bro. John Farquharson, president, in the chair. The formal business being disposed of, the next business considered was the answer given by Mr. Esselmont, M.P., to the deputation who waited on him anent the compulsory load line. His answer was that the proposal in the circular seemed to be reasonable, and while holding himself uncommitted on details, he was favourable to and would give any such measure his careful attention if brought before the House of Commons. Some few weeks ago it was stated in SEAFARING, that a remonstrance had been sent by us to the local Branch of the Boiler Makers' and Iron Shipbuilders' Union, with respect to one of the members, a Mr. James Rae, a greaser on one of our London boats, who would not acknowledge the Seamen's and Firemen's Union. The letter sent suggested a conference between the two committees. This was duly held, and both sides were fully discussed. They ultimately intimated that they would lay the matter as represented by the sailors and firemen before their members, and communicate their decision, which is as follows:—"At a Branch meeting held on Jan. 23, the committee reported the substance of conference held in your offices, and I am instructed by them to say, that they leave the matter entirely in the hands of the seamen and firemen, as they can do nothing in the matter, yours truly, W. Anderson, secretary, Aberdeen Branch. The whole subject, therefore, meantime, lies in abeyance."

The first annual concert, social meeting, and ball, of the Aberdeen Branch has just been held in St. Katharine's Hall, and was very largely attended. Rev. C. C. Macdonald presided, and on the platform were Mr. George Blisset, Mr. William Livingston, Mr. William Greig, Mr. John Farquharson, and Mr. J. C. Thompson. After tea an address was given by Mr. Macdonald. He spoke of what had in the past been accomplished in the interests of seamen, and went on to say that though much was secured an immense deal yet remained to be done. If it was to be accomplished it was necessary that the Union should be a strong Union, should be supported, and should be possessed of the means of carrying on a conflict, if that conflict should arise. Addressing the wives of seamen, Mr. Macdonald said there was only one way in which sailors' interests could be promoted, and that was by seeing that the contributions were paid regularly. The wife had a new duty laid upon her—the duty of securing week by week that her husband's place on the Union was carefully maintained. The whole history of Trades Unions had been this—that whenever men were united together to protect their own interests they became more careful, more chary, and far less likely to enter on a strike than if they were not bound together in that fraternal Union. The influence of Trades Unions had all been in the direction of securing the progress of the working classes, of elevating them, giving them confidence in themselves, and leading employers of labour to understand distinctly that they had resolved to secure their well-being; that they were not to be satisfied until they had secured for themselves a fair share of the rewards of industry—(applause). In the course of the evening other addresses were given, and there was a capital concert programme. The aim of the members and committee was to have everything connected with the first attempt in first-class order. The testimony all round, is that everybody was more than pleased with their night's entertainment. The members at the meeting on Monday night, very heartily voted the sum of £3 to the National fund for widows and orphans of deceased seafaring men. They further resolved to have one such meeting annually, as every effort thus put forth helps to consolidate the Branch and extend the best feelings of brotherhood.

#### LEITH BRANCH.

The usual weekly meeting of this Branch was held on Thursday, Jan. 30, when the chairman (Mr. W. Barnett), presided. The secretary read the minutes and financial report, which were



adopted unanimously, and he also read a resolution from the Executive, stating that the entrance fee was to be raised on Feb. 1 to 10s. The correspondence regarding the banner for the Branch was read and discussed, and a decision was arrived at as to which size would be bought. The secretary, in his report, announced the death of the two members at Swansea, and reported the arrangements made for the interment of the bodies. The following resolution was moved: "That we, the members of the Leith Branch of the N. A. S. and F. Union, desire to offer our sincere sympathy and condolence to the relatives of the deceased brethren, and trust that they may get over their sad bereavement." This was seconded by Bro. Robertson, and carried unanimously. It was also unanimously agreed, "That a subscription be opened on behalf of the orphans of the deceased sailors, and that all members should be asked to contribute towards it." The photograph of the annual general meeting held at Cardiff was shown, and it was agreed that one copy be kept by the Branch and framed in memory of the occasion. Some discussion took place regarding seamen who wished to join at the first entrance fee, because they had been ashore, or through other causes. The secretary had refused to enrol them at the original entrance fee till they had got the permission of the meeting, and it was unanimously agreed, "That no one wishing to become a member on any consideration should be joined under the entrance fee fixed by the Executive Council." Several short discussions followed, after which the meeting adjourned.

#### SOUTH SHIELDS BRANCH.

At the usual weekly meeting, Feb. 4, Mr. Hogg, vice-president, in the chair, the following resolutions were passed. That Thomas Hall be suspended from all meetings of this Branch until the Executive Council meets and decides whether he is a fit person to be a member of the National Union; carried. That we abide by the resolution passed some time ago, that no member be allowed any money from the sick fund unless he be a member of the same; carried. After business of minor importance, Mr. Cowie, editor of SEAFARING, addressed the members on the importance of sticking to their Union. Captain Wright, Mr. Brown, solicitor, and others addressed the meeting, which was brought to a close with a hearty vote of confidence in the speakers of the evening.

#### NEWCASTLE-ON-TYNE BRANCH.

At a committee meeting held Jan. 23, Mr. Errington occupied the chair, and called upon the secretary to read the minutes of the special committee which had been held to bring forward the number of members who were out of compliance, also to see into the books if they corresponded with the balance-sheet as laid before the meeting. Mr. Mansell said he should like the first business to be the appointment of a deputation to meet Mr. Craig, Mr. James Hall, and Mr. W. D. Stephens on the Load Line question. Mr. Errington was present, but Mr. Neilson had gone to sea and someone else had to be appointed. A resolution, proposed by Mr. Prince, seconded by Mr. Skirving, that it be left in the hands of the secretary, also that members of the deputation be paid a day's pay, was carried. The members' names were submitted who were out of compliance, and the secretary was ordered to communicate with each one. The case of Thomas Bradford was then brought forward, and he was to be allowed to ship on leaving his note with the secretary to pay up his fine and arrears. The balance-sheet was then laid on the table, Mr. Mansell stating some items that were down, and explaining many items. It was proposed and seconded that the balance-sheet be accepted to be forwarded to the head office. The chairman said that was the whole of the business, and hoped they would not have to meet often on such business that occupied so much time. A vote of thanks concluded the meeting.

At the general meeting held Jan. 24, Mr. Errington in the chair, minutes of committee meeting were adopted, also minutes of previous meetings. Mr. Mansell read a letter from Messrs. Hawthorn in reference to a complaint made by James Cowell and Fell, firemen, who stated they had been engaged as sea-going firemen and only received labourers' wages. Mr. Mansell said it was preposterous for men to think he could do anything in the matter, seeing, according to the letter from the manager, that they had been engaged as labourers. Mr. Robson, Mr. Turner, Mr. Gibson and Mr. Brack, spoke on the subject, and a resolution was passed that the secretary summon Cowell and Fell to next meeting. There were no complaints; 16 sailors and

24 firemen were reported unemployed. Mr. Mansell said that a subscription had been started on behalf of Mr. Richardson, and altogether £3 10s. had been subscribed. He thanked all on behalf of Richardson. A vote of thanks concluded the meeting.

Jan. 27.—The minutes of previous meeting were unanimously adopted. Mr. J. Cowell attended, and said that in accordance with the summons he attended, and all he had to say was that Mr. Smith had referred him to Mr. Birkley. Mr. Cowell had not stated, as the letter had said, that the Union would not allow him to work as a labourer. He left work because he could not get fireman's pay. Mr. Cowell said he would pay expenses for Mr. Mansell to inquire into the matter. Twenty sailors and 18 firemen were reported unemployed. Questions were asked as to the firemen's and engineers' dispute. Mr. Mansell said 1s. per week had been offered in the shipyards, but the engineering question had not been settled. Mr. Errington bore out Mr. Mansell's statement. Mr. Nicholson spoke as to too much work being brought upon the secretary through the action of the men working ashore. He hoped Mr. Mansell would be able to stick up for the seafaring class as well as he had done for the men working ashore. The Local Marine Board was then discussed at great length, Mr. Mansell explaining how those Boards were constituted, and hoped that some representation would be appointed. Mr. R. Cowell, Mr. Purvis, Mr. Errington, and J. Cowell, also spoke. The meeting then adjourned.

#### SWANSEA BRANCH

The weekly meeting of this Branch was held on Jan. 29, Bro. Tunstead in the chair, and was very numerously attended by members. The minutes of the previous meeting were read. It was proposed by Bro. Fraser, and seconded by Bro. Ashbury, that the minutes be adopted; carried unanimously. The weekly return was next read, showing the income and expenditure for the week, which was received by the members with applause. There were 15 new members reported enrolled for the week. The correspondence was next read and approved of by the members. The auditor (Mr. Williams) next read the yearly report, which was received with cheers. Mr. Williams afterwards gave a very able speech on Trades Unionism. It was proposed by Bro. Milludis, and seconded by Bro. Thompson, that a hearty vote of thanks be accorded to the auditor and to their worthy secretary for the able manner in which he has conducted the business of this Branch for the past twelve months; carried unanimously. The secretary next delivered a very able speech, and said that if this Branch had an outside delegate the income would be half as much again as it is at present. After various discussions the meeting terminated. Bro. Battye officiated as door-keeper.

#### BELFAST BRANCH.

The Branch secretary, writing on Feb. 3, says:—The space in your valuable paper SEAFARING being fully occupied, I have not troubled you with reports of our Branch meetings lately, as there has been nothing but the ordinary business transacted. All the same, our meetings have been held at the usual time and place, and the officers of this Branch were duly elected at the proper time, and their names and addresses forwarded to head office as per order. I may inform you that we are fairly successful here, the pay being the average, and the work brisk. We have had a case here before the Summons Court, which illustrates how the law is administered in Ireland. Two firemen of our Branch refused to proceed to sea in the s.s. *Rathkenny* on account of there being an insufficient supply of sailors on deck, but the captain succeeded in securing the services of two (they call them men), and went on the voyage, putting the two firemen down as "deserters." We summoned the captain for those men's back time, in all about 27s. each. When evidence was given, the captain distinctly admitted having neglected to conform to the Merchant Shipping Act himself. Notwithstanding this, the case was dismissed; but the case rather makes one smile, the defending solicitor pleading the great responsibility under which the captain was placed, with a valuable cargo on board (said valuable cargo consisting of dirty salt water in her ballast tank); also informing the bench it was only the Sailors' Union that was making the bother, thereby prejudicing the bench, those firemen never having once mentioned the name of the Union. But as the name of the Union has been mentioned, it will be our duty to see what course the local Board of Trade will adopt towards this captain—who is so indignant at firemen refusing to endanger their lives by going across Channel with sailors who had never been to sea before—who openly admitted in Court having committed a breach of the Merchant Shipping Act. The local newspapers ignoring

such cases as these, we will inform you of what steps the Board of Trade take. Thanking you in anticipation for the insertion of this, and wishing you all success in refuting the charges which have been brought against you.

#### SOUTHAMPTON BRANCH.

At the meeting, Feb. 4, Mr. Edward Arnold in the chair, Mr. Swartman in the vice-chair, the secretary read a letter as follows:—"As I take a very great interest in the success of the Union, and the Southampton Branch in particular, I should like to say a few words upon it, and, as I generally read the report of your meetings in SEAFARING, I know a little of your goings on. In the first place I am very pleased to see that you still keep the entrance fee at 2s. 6d., which I hope you will continue to do at present, because at Southampton a very large proportion of seamen and firemen are married men, many of them with large families, therefore an increase in the entrance fee would prevent many of them from joining it, as they could not afford to pay a larger amount; not only that, we are a young Branch, and I think we ought to be in existence at least twelve months before any increase in the entrance fee should be made, or even thought of. I am very pleased to see that you are increasing in number lately. I should like to see your Branch a thousand strong by the spring. I now wish to say a few words on the harbour pay of firemen, which is very low, and I think it is nearly time an increase of harbour wages should be had. I see that Mr. Sprague has spoken of it, but I think it is rather too early in the year to apply for it at present. I think myself that about April would be a good time to make that application, when times are rather busier than they are at present, and the yachts men are dropping into their jobs. In the meantime use every effort to increase your numbers, and urge upon all the members the necessity of unity of action, so that when the time arrives they will know what to do, and how to do it, and all the members should try each of them to persuade their shipmates who are not in the Union to come and join at once, and with perseverance and a good heart in the cause, they will very soon make the Branch a power in the port, both for their own good and the good of their fellowmen. Sir, I must now conclude, yours in unity, Thos. Hockley. To Capt. Nash. P.S.—I have not mentioned the seamen's harbour pay, but they require and increase equally with the firemen, and I hope that we shall get it all round in the summer. It was proposed by Bro. Chivers and seconded by Bro. Stone, that the correspondence lie on the table to next meeting; carried. The auditor, Mr. J. Wilson, spoke about the accounts of the Branch, all the money received from fees, contributions, donations, cards, rules and SEAFARINGS, were examined and proved satisfactory. Proposed by Mr. Team, seconded by Bro. Stone, that the accounts stand over till such time as the accountant may be able to produce them in a finished state. Mr. Chivers proposed that the secretary write to Mr. J. H. Wilson about the shipping master refusing to give two men of the *Isle of Cyprus* £4 10s. when the captain wished to give it, he saying it was Union pay. This was seconded by Bro. Swartman and carried.

Charles Saabye, employed on board the *Whinlatter*, a vessel laden with cement, from London to San Diego, was summoned here for refusing to go to sea in her without a reasonable excuse.—Mr. W. Coxwell represented the owners, and Mr. Hallett defended.—Captain Forsyth stated that the vessel ran aground on the 12th, between New Haven and Brighton, and remained there nearly twelve hours. After she got off he sailed to Southampton for the vessel to be examined in the interest of the underwriters. The examination had taken place under the auspices of the Board of Trade, and their surveyor had reported that the vessel was perfectly seaworthy. She was 1,320 tons register, built of iron, was a sailing vessel with twelve seamen, and a crew of twenty-three all told. The vessel for several days past had been ready for sea, but defendant and several others refused to complete the voyage, saying although there was nothing to be seen outside the vessel might be injured inside, and they were afraid to go to sea in her. Four of the men had lodged a complaint formally at the Board of Trade office. A diver, Lloyd's surveyor, and the Board of Trade's surveyor, had all examined the vessel, and she had been passed as seaworthy. The vessel had made no water at all since she left London, and the pumps had been sounded every day. The vessel was only a little over two years old, and witness would not hesitate to risk his life in her.—The defendant was called and gave evidence. The ship was aground twelve hours, and bumping about eight hours. After getting off the vessel sailed into Ryde Roads, and thence was towed to Southampton, where she was surveyed.

The vessel was not placed in dry dock, and that was the objection witness and the others had. The cargo had not been taken out, and therefore it was impossible for the surveyor to have seen inside the vessel. Witness was afraid that during her being ashore she may have damaged herself inside, and it might not show in smooth water and light winds, but yet in the vicinity of Cape Horn, where heavy gales and seas were encountered, the vessel might leak when help would be impossible. If the ship should spring a leak with the heavy cargo of cement, which would become heavier by getting wet, she would go to the bottom. The voyage would take about four months. On Thursday morning Withers and three others had an interview with the captain. They asked him for their discharge. The captain declined, and advised them to go to the proper quarter, and they made a report to the Board of Trade. By Mr. Coxwell: From the time she struck until she arrived at Southampton we never had to pump the vessel. While ashore the vessel bumped heavily upon the ground, shaking the mainmast, and making the main rigging on both sides fall slack. For that reason I think she might make water in heavy weather.—Another seaman, named Rein, gave evidence corroborating the previous witness, and this, and three other summonses were dismissed, the magistrates declining to adjourn the cases till Monday for the attendance of the Board of Trade surveyor.—Mr. Coxwell said he had other witnesses, and should apply for fresh summonses, and the Bench said there was no objection to that course.

There were summonses against Constant Brett, Charles Rhin, and Alfred Mitchell for refusing without reasonable cause to proceed to sea in the British ship *Whinlatter*, but upon the case being called the defendants did not answer to their names.—Head constable Clay stated that he had seen Mr. Coxwell, solicitor, who had informed him that the captain had engaged four fresh men.—Mr. A. C. Hallett said he appeared for the three sailors. Mr. Coxwell called upon him, accompanied by the captain, and said he did not intend to proceed with the charge further. They would be discharged with first-class discharges, and other men would be engaged in their places. Had there been no Branch of the Sailors' Union at Southampton, these poor men would have been compelled either to go to sea in a vessel which may or may not be sound, or to prison. Here we see an exemplification of the advantages accruing to seamen by their adhesion to the Union. Mr. Saabye went to the secretary, Mr. Nash, who immediately passed him on to the astute solicitor of the Union, Mr. Hallett. That gentleman has already performed good service repeatedly for the Branch since his appointment, and the Southampton men are to be congratulated upon possessing so able an advocate.

"MAX WELLER, NOT 'SAM.'"—Many thousands of the 80,000 members of the Sailors' Union will be gratified to know that Mr. William McLean Maxwell, one of the most zealous, untiring, and hardest workers of the Society, he who, not having any babies of his own, like "Helen's Babies," keeps the wheels going round, and sustains the unending dimittion grind of their magnificent organisation, has received from a Branch "small and despised," like King David's dog, and, according to the accomplished scholar, "Barbarous Curser" of SEAFARING—"werry weak," as Mother Gamp's gin and water—a token of regard, deep and enduring, in the form of an unique and specially designed gold pencil case. Those who presented this tiny souvenir—so utterly inadequate to convey their feelings of respect—esteem it high honour that the recipient is pleased with the offering.—Communicated.

#### THE strike of Gas Stokers in London is over.

The Government of Norway and Sweden has forwarded a set of silver medals for presentation to the coxswain and crew of the Point of Ayr lifeboat, for their gallantry in saving the crew, numbering 20 persons, of the Swedish ship *Mount Pleasant*, which went aground on the Mount Hoyle Bank, at mouth of the river Dee, during the terrible storm that raged on Oct. 7 last.

DURING the coming session we (*London Citizen*) understand that Parliamentary sanction will be applied for to extend the Victoria Docks, or rather, to be more accurate, we should say to build new docks adjoining the Victoria Docks. The capital required will be over three-quarters of a million, and with nearly £500,000 borrowing powers. It is not expected that the work can be completed under a period of five years from next summer, although a very large number of hands will be employed. The main dock will be 2,150 feet long and 1,070 feet across, and out of it there will branch a smaller dock of about two-thirds the water area.

A DEPUTATION of Lowestoft smack-owners has waited upon the Trinity House officials there to ask them to remove a wreck at the south end of Lowestoft Shoal of Brown Ridges, lat 52 24 N., which is a source of considerable danger to fishermen. A smack was severely damaged during the recent gale owing to this wreck. The spot is at present only indicated by buoys, which are useless at night, when vessels are trawling.

MR. RICHARD BARNWELL, managing director of the Fairfield Shipbuilding Yard, in some remarks he made recently, said that they had commenced this year with work on hand of about 41,000 tons shipping, and 66,000 horse-power, and with instalments received of upwards of 1½ millions. This exceeds the highest which has hitherto been produced in the works during any one year, the nearest approach being in 1883, when the tonnage was 40,100, and the horse-power 57,000.

THE past month has been a disastrous month for shipping. Ten first-class British steamers have been wrecked, representing a tonnage of 20,000 gross, and a value of upwards of £250,000, exclusive of the cargoes. Most of the losses occurred through stranding, but the *Blagdon* disappeared in the Baltic without leaving any trace behind her. The *Tunbridge*, which foundered in the Bay of Biscay, and the *Noraa*, which stranded near Galle, were both new steamers on their maiden voyage.

AT a recent meeting of the Cape Town Chamber of Commerce the chairman said that the Chamber had hitherto advocated the Lisbon mail route, but recent experience had caused them to lose faith in it. He apprehended that there was something wrong locally, the mails having been delayed from 24 to 26 hours at Lisbon, and the time would seem to have arrived when representations should be made to the Government to abandon it. It was resolved that a deputation wait upon the Postmaster-General with regard to the matter.

SAN FRANCISCO advices of the 13th ult. state that several sailors of the American ship *Sterling* have sued the ship for damages. The complaints set forth that the *Sterling* left New York under command of Captain G. W. Goodwin on July 11, and arrived in San Francisco on the 4th ult. About five months after leaving New York scurvy broke out on board, and it was not till the men became sick, that limejuice, vinegar, and sugar were given to them. There were 16 men in the crew. Four of them are now sick with scurvy.

PARTICULARS which have been received of a murder on board the steamer *Pastnet* show that after leaving Rangoon for Singapore the engineers complained to their steward, a Malay, of their food. The Malay rushed at them with a knife, and fatally stabbed Mr. Ralph Foster, second engineer, and severely wounded Mr. Lawrence, the chief engineer. Immediately afterwards the infuriated Asiatic committed suicide by jumping overboard. Mr. Foster was a native of Stockton-on-Tees, and Mr. Lawrence's home is at Middlesbrough.

A CRISIS was reached in the dispute in the Irish bacon trade at Waterford, Feb. 4, when the quay porters refused to carry a consignment of bacon from Messrs. Denny & Son's stores on board the Great Western Company's steamer for Milford. Ultimately the bacon was shipped, but the firemen and sailors then declined to go to sea unless it was taken on shore again. A conference was held at the Company's office, and the bacon was afterwards taken out of the vessel's hold and put on the quay, amid the cheers of a large crowd assembled on the quay. The vessel left at 5 p.m. for Milford, the firemen and sailors being loudly cheered from the shore. The bacon was conveyed to the stores of the Great Western Company adjoining the wharf.

THE crew of the Lytham lifeboat, who gained celebrity by their rescue of the crew of the barque *Mexico* in December, 1886, when the crews of the Southport and St. Anne's boats were drowned, are at present on strike. The Lytham boatmen have been in the habit of admitting visitors to see the lifeboat house, and to inspect the lifeboat and its appliances. After a lapse of three years the local Lifeboat Committee have found that the usual boxes placed to receive the public contributions to the National Lifeboat fund have fallen off very considerably, and they have placed glass in the doors of the boat-house, so that the boat can be seen without going inside, and have also called in all keys of the boat-house which the crew possessed. Several of the crew have expressed their determination not to go out in the lifeboat again, and the committee have consequently issued a public notice inviting applications for membership of the crew, and calling for the return of the oarskins in the possession of the old hands. The coxswain is the only member of the crew not out on strike.

THE effects of the recent gales on shipping are being shown in the table of casualties issued by Lloyd's. For the week ending at midnight Jan. 29, there were recorded 47 casualties, affecting 36 sailing vessels and 11 steamers, as against a total of 26 in the corresponding week of last year. For the year to date the total amounts to 172 against 111 in the corresponding period of last year.

A SERIES of careful observations have been made by an experienced navigator to determine the height of the waves of the ocean during storms. As a result, it is said that the crest for waves during a prolonged and heavy gale is at least 42 ft. in height. Allowing the same distance for the depth between the waves would give a total height from base to crest of 84 ft. The average distance from crest to crest is 386 ft.

AT the annual meeting of the governors and members of the Liverpool Sailors' Home, the statement of accounts showed that the total expenditure for the year amounted to £6,801. Seamen's money transmitted or withdrawn was £30,276. The total amount received from seamen for transmission, board, clothing, &c., was £36,169. A balance of £12,944 was carried forward to the present year.

THE COLLISION WITH H.M.S. MALABAR.—The inquiry into the collision between H.M.S. *Malabar* and the *Erymanthe* off Cadiz, terminated at Portsmouth on Saturday. The evidence showed that Captain Fanshawe was on deck at 5 o'clock in the morning, owing to the dense fog, and took charge of the ship. For a considerable time the foghorn of the *Erymanthe* could be heard on the starboard, while the troopship also sounded her horn in reply. Both ships eased down their engines when they found they were approaching each other, but at 6 o'clock, when the French steamer was seen, they were so close to one another that Captain Fanshawe was unable to get out of the way. The finding of the Court has been forwarded to the Admiralty as a confidential document. It is stated that it exonerates Captain Fanshawe from all blame.

THE WRECK OF THE "LOCH MOIDART."—Hugh Hosack and John Froesch, able seamen, the sole survivors from the wreck of the iron sailing ship *Loch Moidart*, of Glasgow, have arrived at Leith by the steamer *Britannia* from Rotterdam. The *Loch Moidart*, which carried a crew of 32 men, was a four-masted ship, of about 3,500 tons gross, and was on a voyage from Pisagua to Hamburg, with a cargo of saltpetre, when, on Jan. 26, she was wrecked on the coast of Holland. Captain Andrews, a native of Penzance, was in command. From the statement made by the two survivors, it appears that the ship left Pisagua on Nov. 2. Early on the morning of Jan. 26 she was driven near the Dutch coast by a violent storm, and struck on a sandbank about eight miles from Nieuwe Diep, while heavy seas broke over the ship. A lifeboat with five men, including the two survivors, was lowered with great difficulty. It was found impossible to keep near the vessel, and the occupants tried to make for the shore. An enormous wave swamped the boat, and the five men had to attempt, in thick darkness and storm, to swim to the shore, a distance of about a quarter of a mile. Three of them succumbed; but Hosack and Froesch, who are strong swimmers, managed to struggle to land. They got ashore only after prolonged and desperate exertions, owing to the violence of the surf on the beach. On landing they had to lie down on the shore from exhaustion. When day broke they saw the vessel not far away with the sea breaking over her, and the crew clinging to the rigging and making signals for help. People from the surrounding villages hastened to the scene, and a life-saving apparatus was procured. Rockets were fired, but without success, and the attempts to save life were abandoned. The two survivors and the Dutchmen had then to stand on shore and watch the ship breaking up. This began amidships, and then the main and mizen masts went over the side. Nearly all the crew were on the other two masts. Some three hours later, the storm still continuing its fury, these went by the board, carrying every soul along with them. Not a man was seen alive again. An hour later, at 3 o'clock, not a trace of the ship was to be seen above the roaring waves. Two bodies were subsequently washed ashore, those of Wright, the steward, and Charles Moxon, apprentice. The survivors were attended to and sent home by the *Britannia*. Hosack, who belongs to Liverpool, and Froesch, to Ipswich, say the lifeboat station is far from the scene of the wreck, and in such a storm the boat could not be brought to the spot.



**DISASTERS.**—The Administration of the Bureau Veritas has just published the list of maritime disasters, reported during the month of December, 1889, concerning all flags. In this publication are the following statistical returns:—Sailing vessels reported lost: 18 American, 2 Austrian, 1 Brazilian, 27 British, 1 Danish, 1 Dutch, 5 French, 9 German, 1 Greek, 6 Italian, 10 Norwegian, 1 Portuguese, 2 Russian, 1 Swedish; total, 85. In this number are included 9 vessels reported missing. Steamers reported lost: 1 American, 13 British, 2 Dutch, 1 German, 1 Mexican, 2 Norwegian; total, 20. In this number are included 2 steamers reported missing. Causes of losses:—Sailing vessels: stranding 48, collision 1, fire 4, foundered 8, abandoned 8, condemned 7, missing 9; total, 85. Steamers: stranding 9, collision 6, fire 1, foundered 1, condemned 1, missing 2; total, 20.

**WAGES CLAIM.**—At the South Shields Police Court on Jan. 29, Thomas Kelso, the master of the *Lambeth* (s.) was summoned for the non-payment of wages, amounting to £1 0s. 9d., alleged to be due to William Brown. Mr. Jack appeared for Brown, and Mr. W. L. Thurgood defended. The plaintiff said he was a donkeyman on board the *Lambeth*, and was engaged at 36s. a week. The ship arrived in the Tyne on Jan. 21. On the 22nd she was lying at the middle jetty, and while there he got permission from the second engineer to go ashore to buy a new lamp glass. He was away twenty minutes, and when he returned the steamer was moving away from the jetty. She was, however, brought up alongside the chemical wharf, and he went on board. The chief engineer met him, and told him to pack up and go away. Three days' wages were due to him, and he asked the captain for his money, but he refused to give him anything. The defence was that Brown deserted the vessel, and that his absence delayed the ship 12 hours. The chief engineer was called, and stated that he never saw Brown on board the vessel when lying at the chemical wharf. Another witness was called for the defence, and the Bench dismissed the summons.

## Wilson Testimonial Fund.

THE following amounts have been received up to date.

	£	s.	d.
Aberdeen	...	...	0 10 0
Booth	...	...	2 1 6
Belfast	...	...	1 18 4
Barrow-in-Furness	...	...	1 0 0
Dublin	...	...	1 4 9
Foreman	...	...	0 3 0
Green's Home	...	...	4 18 2
Glasgow	...	...	6 7 0
Goole	...	...	0 11 3
Grimsby	...	...	1 6 3
Gravesend	...	...	0 6 0
Hartlepool	...	...	0 6 0
Hull	...	...	2 0 0
Liverpool	...	...	1 15 1
Leith	...	...	1 10 0
Middlesbrough	...	...	2 10 0
Newcastle	...	...	1 15 4
North Shields	...	...	1 16 1
Southampton	...	...	0 8 9
Sunderland	...	...	6 10 2
South Shields	...	...	3 7 3
Seaham Harbour	...	...	3 15 9
Yarmouth	...	...	0 2 6
	£46	3	2

Collectors are requested to be good enough to keep their lists open till further notice, and to remit all monies in hand to Mr. J. R. England, 80, Dundas-street, Monkwearmouth, Sunderland.—W. M. MAXWELL, Honorary Secretary.

## NOTICE.

**Union Men are requested to BOARD only at Boarding Houses which are ADVERTISED in "SEAFARING."**

**Members having complaints against Boarding Masters must send them in to the nearest Branch Secretary.**

By order of the Executive, Sailors' and Firemen's Union,

J. H. WILSON, General Secretary.

The names and addresses of the keepers of Seamen's Boarding-houses will be inserted in SEAFARING at the rate of 2s. each per week, payable in advance. For 13 weeks the price is 15s.; for 26 weeks, 25s., payable in advance. These advertisements are intended as a Directory to seafaring men, so that on arriving at any port they have only to refer to SEAFARING to find where they can be comfortably boarded and fairly treated. No Seamen's Boarding-house will be advertised in SEAFARING on any terms unless recommended by the Branch Secretary of the Sailors' and Firemen's Union in whose district the house is situated.

## NOTICE

TO

## Branch Secretaries.

Branch Secretaries who have not yet done so are requested to at once inform the Editor of "SEAFARING" of the time and place of the weekly meetings of their Branches, also to furnish him with the name and address of the solicitor and medical officer of their respective Branches.

J. H. WILSON,

General Secretary,  
Sailors' and Firemen's Union.

## "COMMONWEAL"

SOCIALIST & LABOUR ADVOCATE.  
Record and Review of the Labour Movement in all parts of the World.  
SPECIMENS FREE.

ONE PENNY WEEKLY.

24, Great Queen's St., Lincoln's Inn Fields,  
London, W.C.

£20

TOBACCONISTS COMMENCING.  
Write for Illustrated Guide (24 pages, three stamps). "How to open respectfully, £20 to £1,000." TOBACCONISTS' OUTFITTING COMPANY, 11 and 12, Beech-st., London, E.C., the largest and oldest complete Tobacconists' Furnishers in London.

## NATIONAL UNION

OF

## DOCK LABOURERS.

BRANCHES IN

ABERDEEN. GLASGOW. LEITH.  
BO'NESS. GREENOCK. LIVERPOOL.  
BIRKENHEAD. GRANGEMOUTH. MARYPORT.  
BELFAST. LONDONDEBERRY. WORKINGTON.  
And other Ports.

This Union works hand in hand with the London and Rotterdam Dockers' and the Sailors' and Firemen's Unions.

Grangemouth, 25th January, 1890.

As false reports detrimental to the Union are being industriously circulated by its opponents, it has been resolved to set the Grangemouth men right in this matter.

1st. A Union man is NOT required to leave his employment and go to work where the Union directs. On the contrary, the Union will use every effort to maintain men in any service they may be in.

2nd. In case of men ceasing work OR BEING DISCHARGED through any dispute, NO Unionist will come from ANY port to take their place, but every member of every Branch will contribute, if necessary, to the support of Unionists and their families, who are made victims to their principles.

3rd. Advertisements have been issued from Bo'ness for good WEEKLY dock labourers at GLASGOW UNION wages. The Union (?) wages offered by this stevedore are 22s. 6d. per week of 54 hours (exactly 5d. per hour). Now, there are NO WEEKLY MEN in the employ of stevedores in Glasgow. The only weekly men in that port are in the service of the large steamship companies at the Union wages of 27s. 6d. per week. Furthermore, this Bo'ness stevedore asks men to agree to give and receive FOURTEEN DAYS' NOTICE to terminate the agreement!

## DOCK LABOURERS, BEWARE OF THIS TRAP!

Under such an agreement, a stevedore could prosecute and fine or imprison (by default) any man who ceased work in consequence of any dispute.

The Grangemouth Branch have passed an unanimous resolution not to enter into ANY such agreement with ANY stevedore.

Lastly, there are plenty of Union men in Bo'ness, who will work for Union wages.

BY ORDER OF THE COMMITTEE.

## COMFORTABLE HOME FOR SEAMEN.

Mrs. G. GAWLER'S,  
100, QUEEN STREET, BARRY.

Seamen Boarded by Day or Week according to Union Principles.

## TO UNION MEN.

R. TARRANT,  
"THE PEOPLE'S TAILOR,"  
118, RATHBONE STREET,  
CANNING TOWN, E.

Quality, Style and Fit Guaranteed.

SHIRTS TO ORDER AT SHORTEST NOTICE



TRADE MARK.

## BEEF WINE

THE ONLY TONIC WHICH NOURISHES WHILE IT INVIGORATES.

BEEF WINE has most invigorating and strengthening qualities.

NO FAMILY SHOULD BE WITHOUT IT.

Ladies in delicate health, Invalids, and Aged Persons, will find it a most nutritious food, always ready by day or night.

BEEF WINE now stands in the very first rank of Tonic Foods.

SOLD BY ALL CHEMISTS, &c., at 2s. 9d. per Bottle.

Every Bottle has Trade Mark, "Bull and Vine," with the signature of the Proprietor and Sole Manufacturer in Red across the Label. None else genuine.

THE BEEF WINE COMPANY,  
3, CATHERINE COURT, TOWER HILL, E.C.

N.B.—A "SAMPLE" BOTTLE SENT POST FREE TO ANY ADDRESS ON RECEIPT OF 1s. 6d.

**SAILORS' AND FIREMEN'S UNION**  
**BOARDING HOUSE,**  
**EDWARD MILTON, Proprietor,**  
*"FORESTERS ARMS."*  
 81, EAST HOLBORN, SOUTH SHIELDS.

— ESTABLISHED 1814. —  
**THE ANCHOR HOUSE,**  
 11, COMMERCIAL STREET, LEITH.  
**J. WILLIS, Manager.**  
**Seamen's Clothier and General**  
**Outfitter.**

Every description of Oilskins made to order. Suits made to measure on the most reasonable terms and shortest notice. Fit guaranteed. Seamen's bonuses and notes cashed. Slop chests supplied.  
*N.B.—Special terms for members of the Seamen's Union*

**SEAFARING MEN**  
**IN LIVERPOOL**  
 SHOULD DEAL WITH  
**TURKINGTON,**  
**BUTCHER,**  
 60, PADDINGTON.

**JOHN McINNES,**  
**SEAMEN'S UNION BOARDING HOUSE,**  
 12, *Anderston Quay,*  
**GLASGOW.**

**PEGGIES' DINING ROOMS,**  
 64, DOCK STREET, DUNDEE.  
 Seafaring men of all classes will find the above establishment  
 THE BEST PLACE TO GET  
**MEALS AT ALL HOURS.**  
 MODERATE CHARGES.  
 ATTENTION AND CIVILITY GUARANTEED.

**MEMBERS DESIROUS OF OBTAINING A**  
**PHOTOGRAPH**  
 OF THE  
**GENERAL SECRETARY,**  
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